

TRAFFIC IMPACT STUDY FOR

DRI 2646 SABEN TATUM RD

Industrial Development in

City of Palmetto in Fulton County, Georgia

November 21, 2016

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Executive Summary

This report summarizes the traffic impact study provided for the proposed 3,086,300 square feet high-cube buildings warehouse and distribution center development on 214.4 acres east of Tatum Road, west of Williams Road, and north of Johnson Road in the City of Palmetto in southern Fulton County, Georgia. The development is expected to be completed in 2019 as a single phase. Vehicular access will be via a full-movement driveway intersection on Tatum Road approximately 3100 south of Roosevelt Highway (US 29/SR 14). A new Connector Road at the northern perimeter of the site and the internal roadway network will allow vehicular access to all parking areas and buildings within the site.

When completed, the development is expected to generate approximately 280 entering and 126 exiting new vehicular trips during the typical weekday morning peak volume hour. Approximately 123 entering and 274 exiting new evening peak hour vehicular trips are expected. A total of 5,185 new entering and exiting vehicular trips are expected daily. Of these new vehicular trips, approximately 494 trucks are expected to enter and to exit the site daily (988 trips). The remainder of the new trips are expected to be personal vehicles of employees and visitors. Approximately 64 entering and 29 exiting morning peak hour truck trips and 38 entering and 85 exiting evening peak hour truck trips are expected.

All site generated trucks must use Tatum Road to/from Roosevelt Highway to the north of the site because Johnson Road to the south is restricted and enforced to not allow truck use. Approximately 85% of the new truck trips are expected to use Roosevelt Highway to access Fairburn Industrial Parkway (SR 74) to and from the I-85 interchange and beyond, while 5% of the new truck trips are expected to originate and terminate to the northeast. Approximately 10% of the new truck trips are expected to originate and terminate west of Tatum Road using Roosevelt Highway. Approximately 60% of the new personal vehicle trips are expected to use Tatum Road south of the site driveway to/from Johnson Road to originate and terminate east, west, and south of the site. Approximately 40% of the new personal vehicle trips are expected to use Tatum Road north of the site driveway to/from Roosevelt Highway (US 29/SR 14), with approximately 20% originating and terminating to the east, 5% to/from the north and west on Wilkerson Mill Road, and 15% to the west to/from Phipps Road.

Existing traffic counts collected on Thursday, November 3, 2016 were increased by 1.5% annually for three years and the new trips expected to be generated by the DRI 2594 Palmetto Distribution Center to estimate the background (No-Build) traffic volumes. Intersection capacity analyses were calculated for the Existing, No-Build, and Build (with this project's trips) at the Tatum Road site driveway (Connector Road), Roosevelt Highway at Tatum Road/Wilkerson Mill Road, at SR 74 (both ramps intersections), and at Phipps Road, and Johnson Road at Tatum Road, at Phipps Road, and at Gullatt Road.

Adequate Levels of Service (LOS) on all approaches at all study intersections exist and are expected to continue with for the No Build and Build 2019 volumes, except for the northbound Phipps Road approach to SR 14 the is expected to deteriorate to "E" (46 sec) for No Build and "F" (55 sec) for Build conditions. Although a traffic signal would provide adequate LOS, the distance from a signalized intersection is much less than the GDOT minimum required.

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1. Introduction

A 3,086,300 square feet of high-cube buildings warehouse and distribution center development is planned to be located on 214.4 acres east of Tatum Road, west of Williams Road, and north of Johnson Road in the City of Palmetto in southern Fulton County, Georgia.

The City of Palmetto Comprehensive Land Use Plan shows Rural Residential and Industrial planned for this site. The ARC UDAG Plan shows this as a Freight area. The current zoning of Rural Residential (RR) on a portion of the site is proposed to be changed to match the existing Light Industrial (M-1) on the eastern portion of the site. This development is subject to DRI review primarily because the area of the buildings proposed exceeds the threshold of 500,000 square feet building space for this type of use.

The development is expected to be completed in 2019 as a single phase.

Vehicular access will be via a full-movement driveway intersection on Tatum Road approximately 3100 south of Roosevelt Highway (US 29/SR 14). A new Connector Road at the northern perimeter of the site and the internal roadway network will allow vehicular access to all parking areas and buildings within the site. All site generated trucks must use Tatum Road to/from Roosevelt Highway to the north of the site because Johnson Road to the south is restricted and enforced to not allow truck use.

The traffic study includes existing, no-build, and build weekday peak hour traffic conditions at the following intersections:

- Tatum Road at Roosevelt Highway (SR 14/US 29) and Wilkerson Mill Rd
- Tatum Road at Johnson Road
- Johnson Road at Phipps Road
- Johnson Road at Gullatt Road
- Roosevelt Highway (SR 14/US 29) at Fairburn Industrial Pkwy (SR 74) Ramp
- Fairburn Industrial Pkwy (SR 74) at Roosevelt Highway (SR 14/US 29) Ramp
- Roosevelt Highway (SR 14/US 29) at Phipps Road
- Tatum Road at Connector Road (site driveway-for build volumes only.)

Figure 1 shows the site location. The site plan is included with this report.

Figure 1: Vicinity Map



2. Existing Conditions

2.1. Transportation Facilities

Tatum Road is a local roadway providing access between Johnson Road to the south and Roosevelt Hwy (US 29/SR 14) to the north at Wilkerson Mill Road. It is two lanes wide and signed for a 35 MPH speed limit. There are no traffic signals on Tatum Road. The land uses along the road is primarily industrial, residential and undeveloped.

SR 14/US 29 (Roosevelt Hwy) is a five-lane, major arterial with a flush median (two-way left-turn lane). It has a posted speed limit of 55 MPH in this area. It is a primary north/south arterial in south Forsyth County provides access between Palmetto and Fairburn and to SR 74 (Fairburn Industrial Pkwy, a four-lane divided roadway providing direct access to I-85. The land uses are industrial in the study area with some commercial developments at select nodes.

Johnson Road is a local two-lane roadway with no traffic signals. It runs between Palmetto to the west and southern Fairburn to the east and is posted and enforced by the City for no truck traffic. It is signed for 40 MPH. The land uses along Johnson Road are agricultural and residential.

Phipps Road is a local two-lane roadway with no traffic signals. It runs between Roosevelt Hwy to the north, crossing Johnson Road and continuing to the south to Fayetteville Road. It is signed for 40 MPH. The land uses along Phipps Road are residential and agricultural.

Gullatt Road is a local two-lane roadway with no traffic signals. It runs between Roosevelt Hwy to the north, crossing Johnson Road and continuing to the south into Fayette County. It is signed for 40 MPH. The land uses along Gullatt Road are primarily agricultural and residential.

2.2. Programmed and Planned Roadway Improvements

There are no planned STIP, RTIP, or local T-SPLOST programmed or planned roadway improvement projects within the study area.

The Programmed FS-209 South Fulton Scenic Byway Multi-USE Trail Phase 1 from Cochran Mill Park to Phillips Road 3.1 mile long project north of Roosevelt Highway is sponsored by Chattahoochee Hills and the construction cost of \$562,437 is provided by 2019 Federal Earmark Funding of \$499,950 and local/private funding of \$112,487 plus \$25,000 ROW costs)

The Programmed FS-AR-182 I-85 South Interchange Improvements at SR 74 (Senoia Road) adding turn lanes and widening the bridge, sponsored by the City of Fairburn, is funded \$38,119,170 Federal, \$9,359,391 State, and \$170,400 locally (\$47,648,961 total) with a 2020 construction start and 2024 Network Year completion.

2.3. Traffic Volumes

Traffic counts collected on Thursday, November 3, 2016, from 7-9 AM and 4-6 PM while public schools were in session at the following intersections:

- Tatum Road at Roosevelt Highway (SR 14/US 29) and Wilkerson Mill Rd
- Tatum Road at Johnson Road
- Johnson Road at Phipps Road
- Johnson Road at Gullatt Road
- Roosevelt Highway (SR 14/US 29) at Fairburn Industrial Pkwy (SR 74) Ramp
- Fairburn Industrial Pkwy (SR 74) at Roosevelt Highway (SR 14/US 29) Ramp
- Roosevelt Highway (SR 14/US 29) at Phipps Road

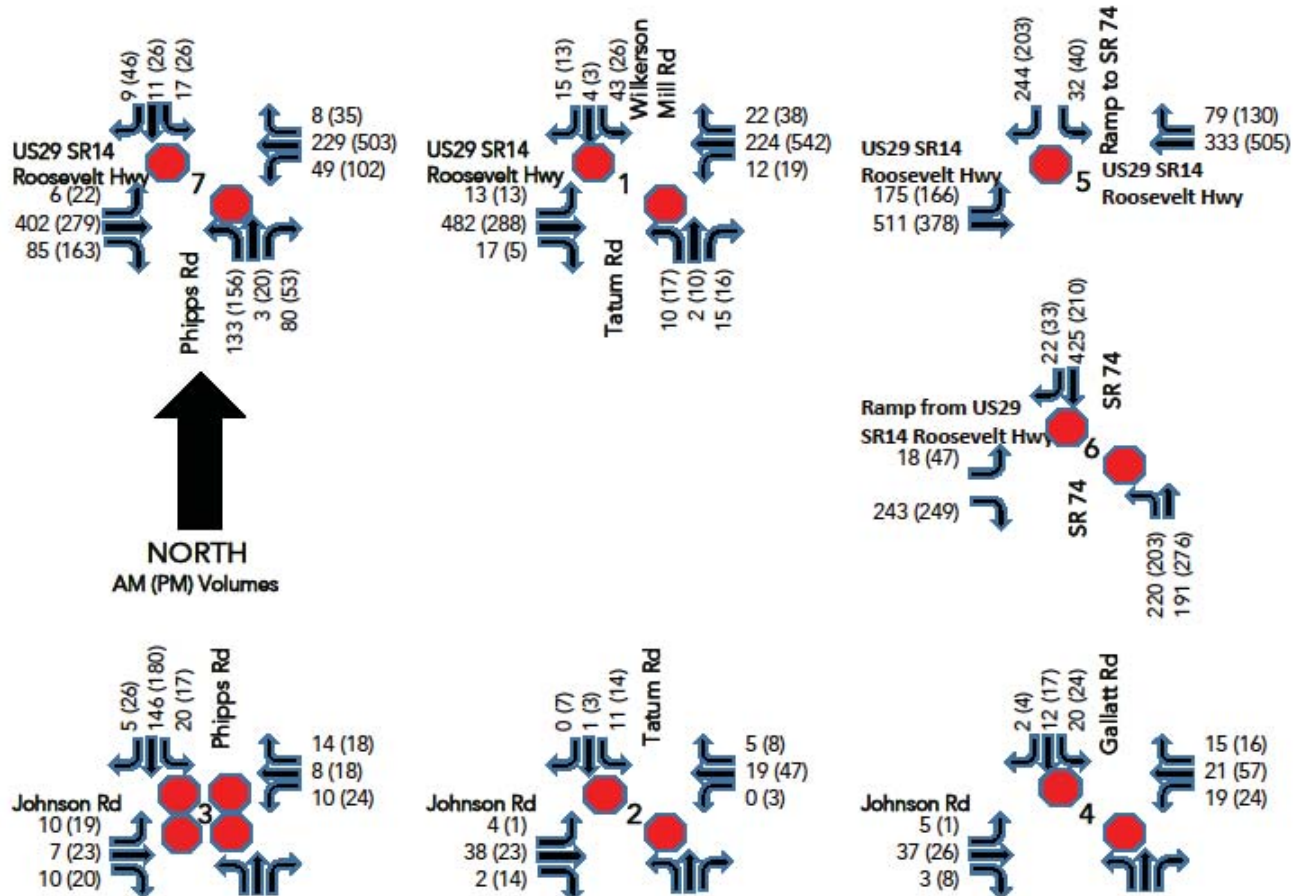
Bi-directional vehicular traffic counts were also collected Thursday, November 3, 2016, on Tatum Road, on Roosevelt Highway (SR 14/US 29), and on Johnson Road near the site. During the 24 hours on Thursday, November 3, 2016, 891 vehicles were counted in both directions on Tatum Road, 954 vehicles counted on Johnson Road, and 11,089 vehicles counted on Roosevelt Highway (SR 14/US 29).

Of the vehicles counted on Roosevelt Highway, 511 were identified as trucks with three or more axles and 1,927 were buses or other vehicles with two axles and six tires. There were 34 three or more axles trucks counted in the morning peak hour and 22 counted in the evening peak volume hour.

The existing morning and evening peak hour turning movement counts at the study intersections are shown in Figure 2.

The count worksheets are included in the Appendix.

Figure 2: Existing Volumes



2.4. Existing Capacity Analysis

The results of the intersection capacity analysis are shown in Table 1 for existing volumes. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Transportation Research Board (TRB) Highway Capacity Manual (HCM).

Table 1: Existing Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
Tatum Road at Roosevelt Highway (SR 14/US 29) and Wilkerson Mill Rd	Side Street Stop	NB	B	B
		SB	B	B
		EB	A	A
		WB	A	A
Tatum Road at Johnson Road	Side Street Stop	NB	A	A
		SB	A	A
		EB	A	A
		WB	A	A
Tatum Road at Phipps Road	All Way Stop	NB	A	B
		SB	A	A
		EB	A	A
		WB	A	A
Tatum Road at Gullatt Road	Side Street Stop	NB	A	A
		SB	B	B
		EB	A	A
		WB	A	A
Roosevelt Highway (SR 14/US 29) at SR 74 Ramp	Side Street Stop	SB	B	B
		EB	A	A
		WB	A	B
Roosevelt Highway (SR 14/US 29) Ramp at SR 74	Side Street Stop	NB	A	A
		SB	A	A
		EB	C	C
Roosevelt Highway (SR 14/US 29) at Phipps Road	Side Street Stop	NB	C	D
		SB	B	C
		EB	A	A
		WB	A	A

As can be seen in Table 1, all existing study intersections operate adequately during both morning and evening peak volume hours with the existing lane configurations and traffic control. Intersection capacity analyses worksheets are included in the Appendix.

3. Trip Generation

Table 2 summarizes the project trip generation using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Edition, 2012 rates and equations.

Table 2: Project Trip Generation

Project Land Use (LUC)		Project Density	Total	IN	OUT
Warehouse/Distribution Center (152)		3086.3 ksf			
	Daily		5,186	2593	2593
	AM Peak Hour		406	280	126
	PM Peak Hour		397	123	274

When completed, the development is expected to generate approximately 280 entering and 126 exiting new vehicular trips during the typical weekday morning peak volume hour. Approximately 123 entering and 274 exiting new evening peak hour vehicular trips are expected. A total of 5,185 new entering and exiting vehicular trips are expected daily.

Of these new vehicular trips, approximately 494 trucks are expected to enter and to exit the site daily (988 trips). The remainder of the new trips are expected to be personal vehicles of employees and visitors. Approximately 64 entering and 29 exiting morning peak hour truck trips and 38 entering and 85 exiting evening peak hour truck trips are expected.

Since there are no sidewalks or bus routes on Tatum Road, no modal split reductions is taken.

3.1. Trip Distribution and Assignment

All site generated trucks must use Tatum Road to/from Roosevelt Highway to the north of the site because Johnson Road to the south is restricted and enforced to not allow truck use. Approximately 85% of the new truck trips are expected to use Roosevelt Highway to access Fairburn Industrial Parkway (SR 74) to and from the I-85 interchange and beyond, while 5% of the new truck trips are expected to originate and terminate to the northeast. Approximately 10% of the new truck trips are expected to originate and terminate west of Tatum Road using Roosevelt Highway. Figure 3 shows the truck trips distribution.

Approximately 60% of the new personal vehicle trips are expected to use Tatum Road south of the site driveway to/from Johnson Road to originate and terminate east, west, and south of the site. Approximately 40% of the new personal vehicle trips are expected to use Tatum Road north of the site driveway to/from Roosevelt Highway (US 29/SR 14), with approximately 20% originating and terminating to the east, 5% to/from the north and west on Wilkerson Mill Road, and 15% to the west to/from Phipps Road. Figure 5 shows personal vehicle trips distribution.

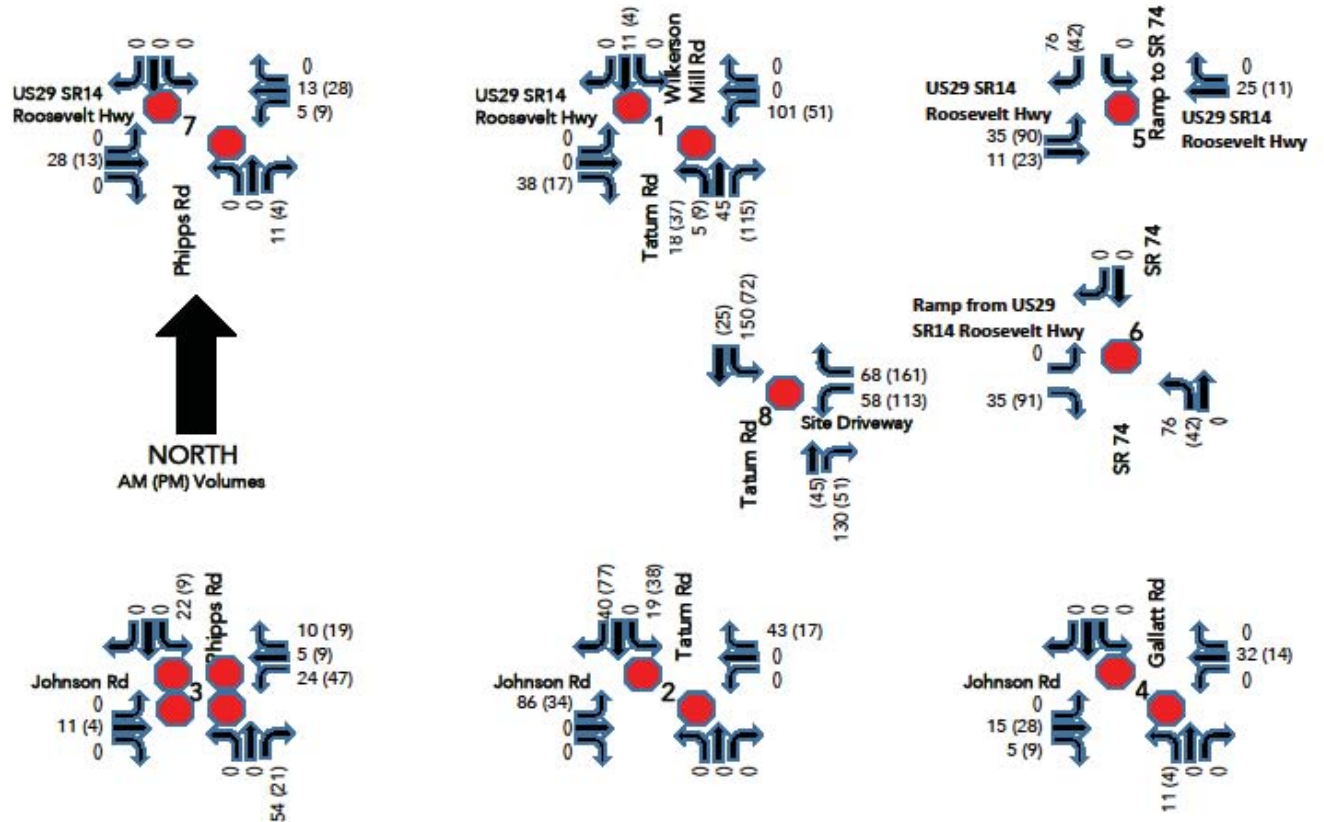
Figure 3: Truck Trips Directional Distribution



Figure 4: Personal Vehicles Directional Distribution



Figure 5: Project Volumes



4. No Build Conditions Capacity Analysis

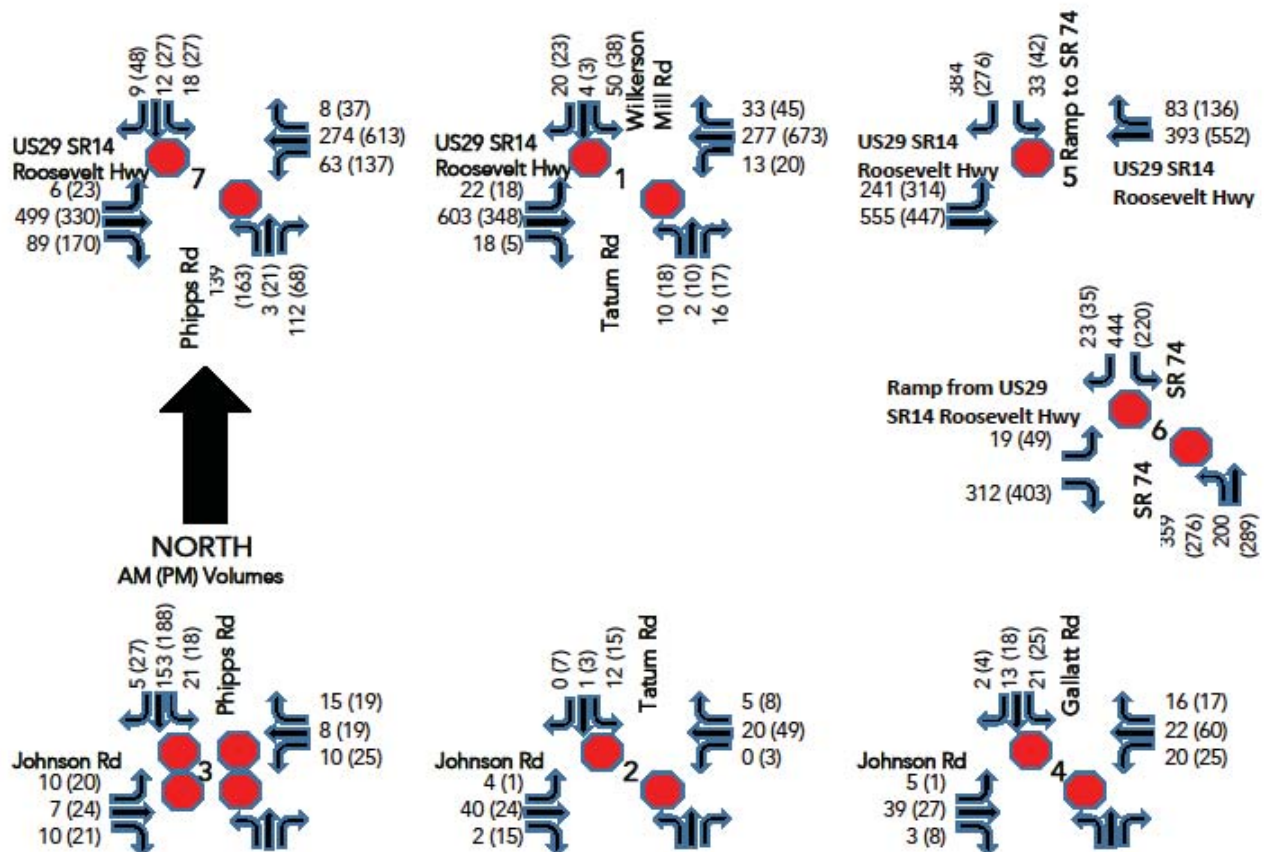
The existing traffic counts were increased by 1.5% annually for three years and the new DRI 2594 Palmetto Distribution Center added to create the No Build (background) volumes shown in Figure 4. The results of the No Build intersection capacity analysis are shown in Table 3.

Table 3: No Build (background) Trips LOS

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
Tatum Road at Roosevelt Highway (SR 14/US 29) and Wilkerson Mill Rd	Side Street Stop	NB	B	B
		SB	B	C
		EB	A	A
		WB	A	A
Tatum Road at Johnson Road	Side Street Stop	NB	A	A
		SB	A	A
		EB	A	A
		WB	A	A
Tatum Road at Phipps Road	All Way Stop	NB	A	B
		SB	A	A
		EB	A	A
		WB	A	A
Tatum Road at Gullatt Road	Side Street Stop	NB	A	A
		SB	B	B
		EB	A	A
		WB	A	A
Roosevelt Highway (SR 14/US 29) at SR 74 Ramp	Side Street Stop	SB	C	C
		EB	A	B
		WB	A	A
Roosevelt Highway (SR 14/US 29) Ramp at SR 74	Side Street Stop	NB	B	A
		SB	A	A
		EB	D	C
Roosevelt Highway (SR 14/US 29) at Phipps Road	Side Street Stop	NB	C	E (46)
		SB	C	C
		EB	A	A
		WB	A	A

All of the study intersections are expected to operate adequately in 2019, except for the northbound Phipps Road approach to Roosevelt Highway in the PM peak hour with a LOS "E"(46 sec). Intersection capacity analyses worksheets are included in the Appendix.

Figure 6: No Build (background) Volumes



5. Future Build Conditions Capacity Analysis

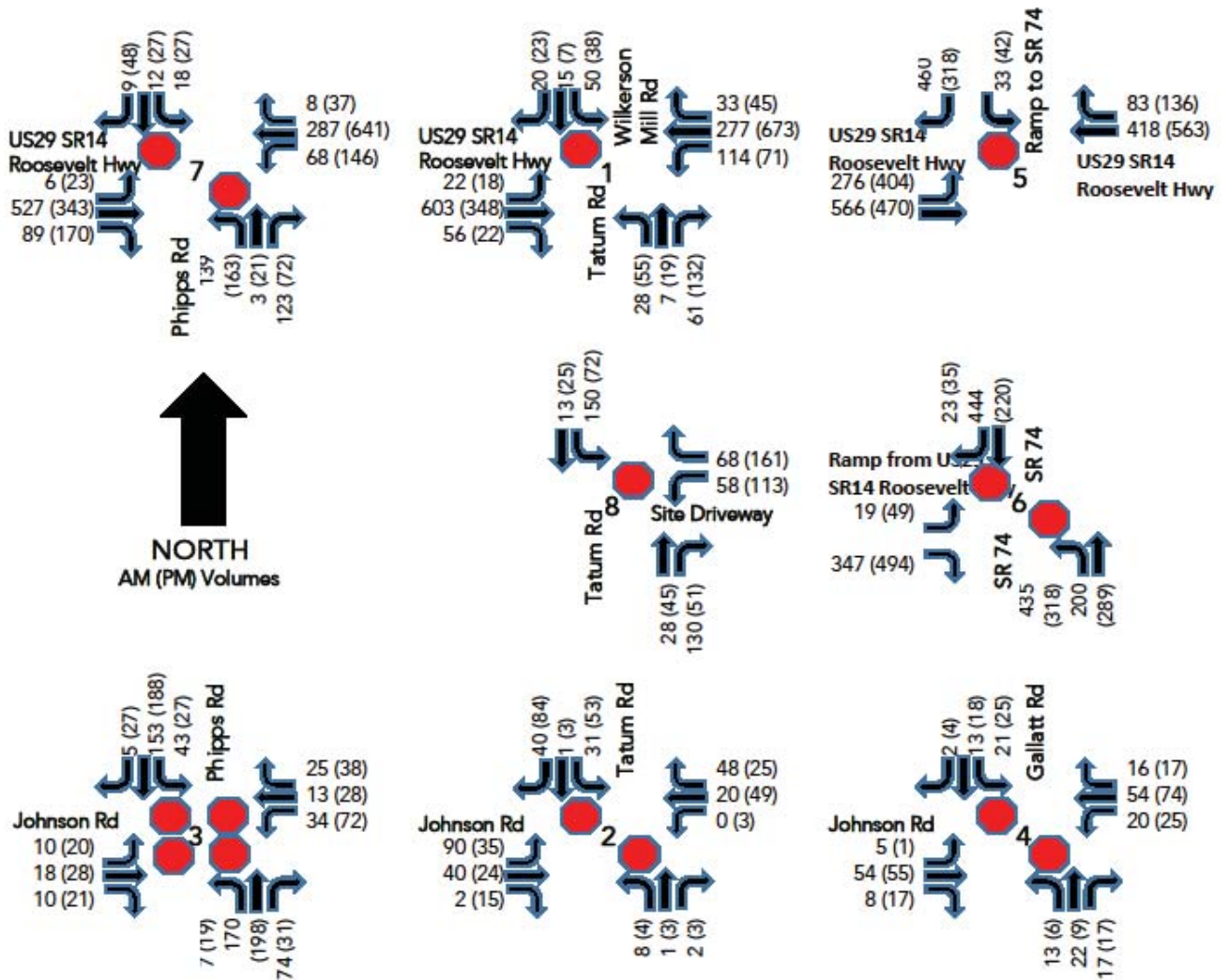
The results of the Build intersection capacity analysis are shown in Table 4 for No-Build (background) volumes plus the project trips included as shown in Figure 5.

Table 4: Build (background with project trips) LOS

Intersection	Control	Approach	Peak Hour LOS	
			AM	PM
Tatum Road at Roosevelt Highway (SR 14/US 29) and Wilkerson Mill Rd	Side Street Stop	NB	C	C
		SB	C	C
		EB	A	A
		WB	B	A
Tatum Road at Johnson Road	Side Street Stop	NB	B	B
		SB	B	B
		EB	A	A
		WB	A	A
Tatum Road at Phipps Road	All Way Stop	NB	B	B
		SB	A	B
		EB	A	A
		WB	A	B
Tatum Road at Gullatt Road	Side Street Stop	NB	B	A
		SB	B	B
		EB	A	A
		WB	A	A
Roosevelt Highway (SR 14/US 29) at SR 74 Ramp	Side Street Stop	SB	D	C
		EB	B	B
		WB	A	A
Roosevelt Highway (SR 14/US 29) Ramp at SR 74	Side Street Stop	NB	B	A
		SB	A	A
		EB	D	D
Roosevelt Highway (SR 14/US 29) at Phipps Road	Side Street Stop	NB	C	F (55)
		SB	C	C
		EB	A	A
		WB	A	A
Connector Road (site driveway) at Tatum Road	Side Street Stop	NB	A	A
		SB	A	A
		WB	B	B

All of the study intersections are expected to operate adequately with the project trips, except for the northbound Phipps Road approach to US 29 in the PM peak hour with a LOS "F"(55 sec). Intersection capacity analyses worksheets are included in the Appendix.

Figure 7: Build (background with project trips) Volumes



Appendix

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

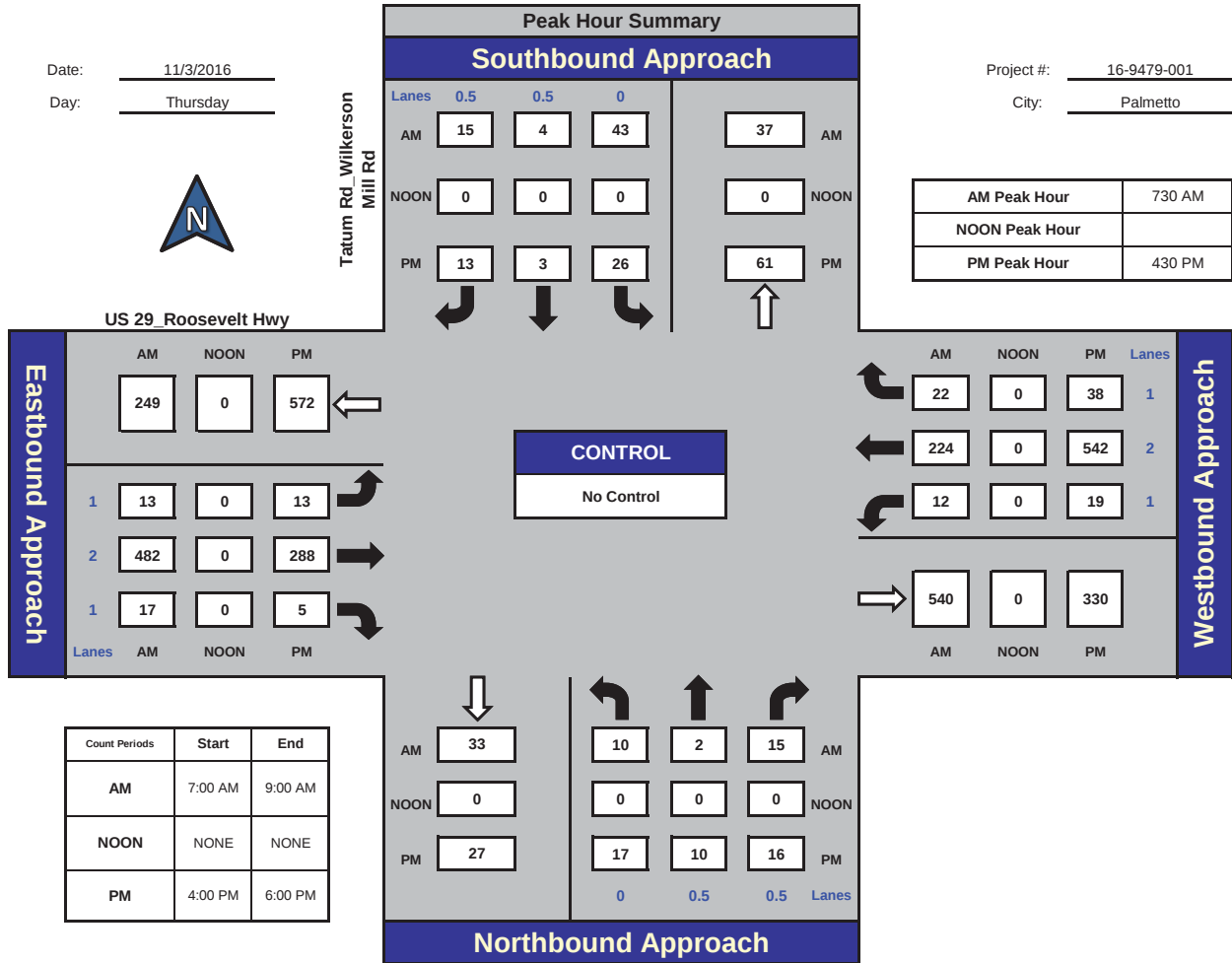
Tatum Rd Wilkerson Mill Rd and US 29 Roosevelt Hwy , Palmetto

Date: 11/3/2016

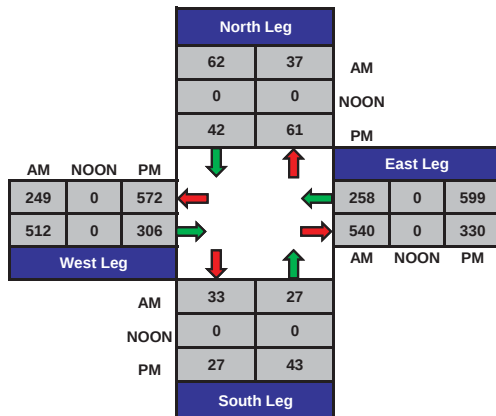
Day: Thursday

Project #: 16-9479-001

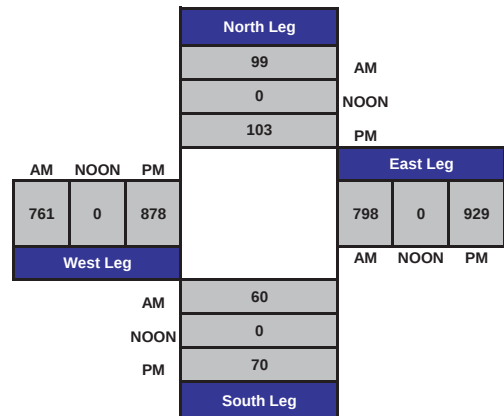
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Groups Printed - Cars, PU, Vans - Heavy Trucks

	Tatum Rd_Wilkerson Mill Rd Southbound					US 29_Roosevelt Hwy Westbound					Tatum Rd_Wilkerson Mill Rd Northbound					US 29_Roosevelt Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	1	2	16	0	19	2	32	5	0	39	5	1	1	0	7	2	103	3	0	108	173
7:15 AM	2	0	10	0	12	4	34	2	0	40	2	0	1	0	3	3	115	1	0	119	174
7:30 AM	2	0	13	0	15	3	51	0	0	54	1	1	2	0	4	2	136	4	0	142	215
7:45 AM	7	1	15	0	23	8	57	6	0	71	2	1	2	0	5	7	152	3	0	162	261
Total	12	3	54	0	69	17	174	13	0	204	10	3	6	0	19	14	506	11	0	531	823
8:00 AM	4	0	10	0	14	6	50	2	0	58	6	0	3	0	9	4	107	4	0	115	196
8:15 AM	2	3	5	0	10	5	66	4	0	75	6	0	3	0	9	4	87	2	0	93	187
8:30 AM	5	0	3	0	8	7	57	1	0	65	2	1	2	0	5	2	83	5	0	90	168
8:45 AM	0	2	4	0	6	7	18	7	0	32	3	0	1	0	4	1	90	4	0	95	137
Total	11	5	22	0	38	25	191	14	0	230	17	1	9	0	27	11	367	15	0	393	688
BREAK																					
4:00 PM	3	1	6	0	10	6	129	4	0	139	5	3	4	0	12	3	64	4	0	71	232
4:15 PM	2	0	8	0	10	9	95	7	0	111	4	0	2	0	6	3	67	7	0	77	204
4:30 PM	2	0	5	0	7	8	134	5	0	147	6	5	2	0	13	0	74	1	0	75	242
4:45 PM	3	2	8	0	13	9	129	2	0	140	4	1	4	0	9	1	63	4	0	68	230
Total	10	3	27	0	40	32	487	18	0	537	19	9	12	0	40	7	268	16	0	291	908
5:00 PM	5	0	7	0	12	15	125	6	0	146	3	3	6	0	12	1	76	5	0	82	252
5:15 PM	3	1	6	0	10	6	154	6	0	166	3	1	5	0	9	3	75	3	0	81	266
5:30 PM	4	3	6	0	13	6	128	0	0	134	2	1	2	0	5	2	72	4	0	78	230
5:45 PM	4	2	5	0	11	10	96	6	0	112	1	1	0	0	2	1	70	7	0	78	203
Total	16	6	24	0	46	37	503	18	0	558	9	6	13	0	28	7	293	19	0	319	951
Grand Total	49	17	127	0	193	111	1355	63	0	1529	55	19	40	0	114	39	1434	61	0	1534	3370
Apprch %	25.4	8.8	65.8	0.0		7.3	88.6	4.1	0.0		48.2	16.7	35.1	0.0		2.5	93.5	4.0	0.0		
Total %	1.5	0.5	3.8	0.0	5.7	3.3	40.2	1.9	0.0	45.4	1.6	0.6	1.2	0.0	3.4	1.2	42.6	1.8	0.0	45.5	
Cars, PU, Vans	49	17	127	0	193	111	1355	63	0	1529	55	19	40	0	114	39	1434	61	0	1534	3370
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PEAK HOURS

AM

	Tatum Rd_Wilkerson Mill Rd Southbound				US 29_Roosevelt Hwy Westbound				Tatum Rd_Wilkerson Mill Rd Northbound				US 29_Roosevelt Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	2	0	13	15	3	51	0	54	1	1	2	4	2	136	4	142	215
7:45 AM	7	1	15	23	8	57	6	71	2	1	2	5	7	152	3	162	261
8:00 AM	4	0	10	14	6	50	2	58	6	0	3	9	4	107	4	115	196
8:15 AM	2	3	5	10	5	66	4	75	6	0	3	9	4	87	2	93	187
Total Volume	15	4	43	62	22	224	12	258	15	2	10	27	17	482	13	512	859
% App. Total	24.2	6.5	69.4	100	8.5	86.8	4.7	100	55.6	7.4	37.0	100	3.3	94.1	2.5	100	
PHF	0.674				0.860				0.750				0.790				
Cars, PU, Vans	15	4	43	62	22	224	12	258	15	2	10	27	17	482	13	512	859
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Tatum Rd_Wilkerson Mill Rd Southbound				US 29_Roosevelt Hwy Westbound				Tatum Rd_Wilkerson Mill Rd Northbound				US 29_Roosevelt Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	5	7	8	134	5	147	6	5	2	13	0	74	1	75	242
4:45 PM	3	2	8	13	9	129	2	140	4	1	4	9	1	63	4	68	230
5:00 PM	5	0	7	12	15	125	6	146	3	3	6	12	1	76	5	82	252
5:15 PM	3	1	6	10	6	154	6	166	3	1	5	9	3	75	3	81	266
Total Volume	13	3	26	42	38	542	19	599	16	10	17	43	5	288	13	306	990
% App. Total	31.0	7.1	61.9	100	6.3	90.5	3.2	100	37.2	23.3	39.5	100	1.6	94.1	4.2	100	
PHF	0.808				0.902				0.827				0.933				

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

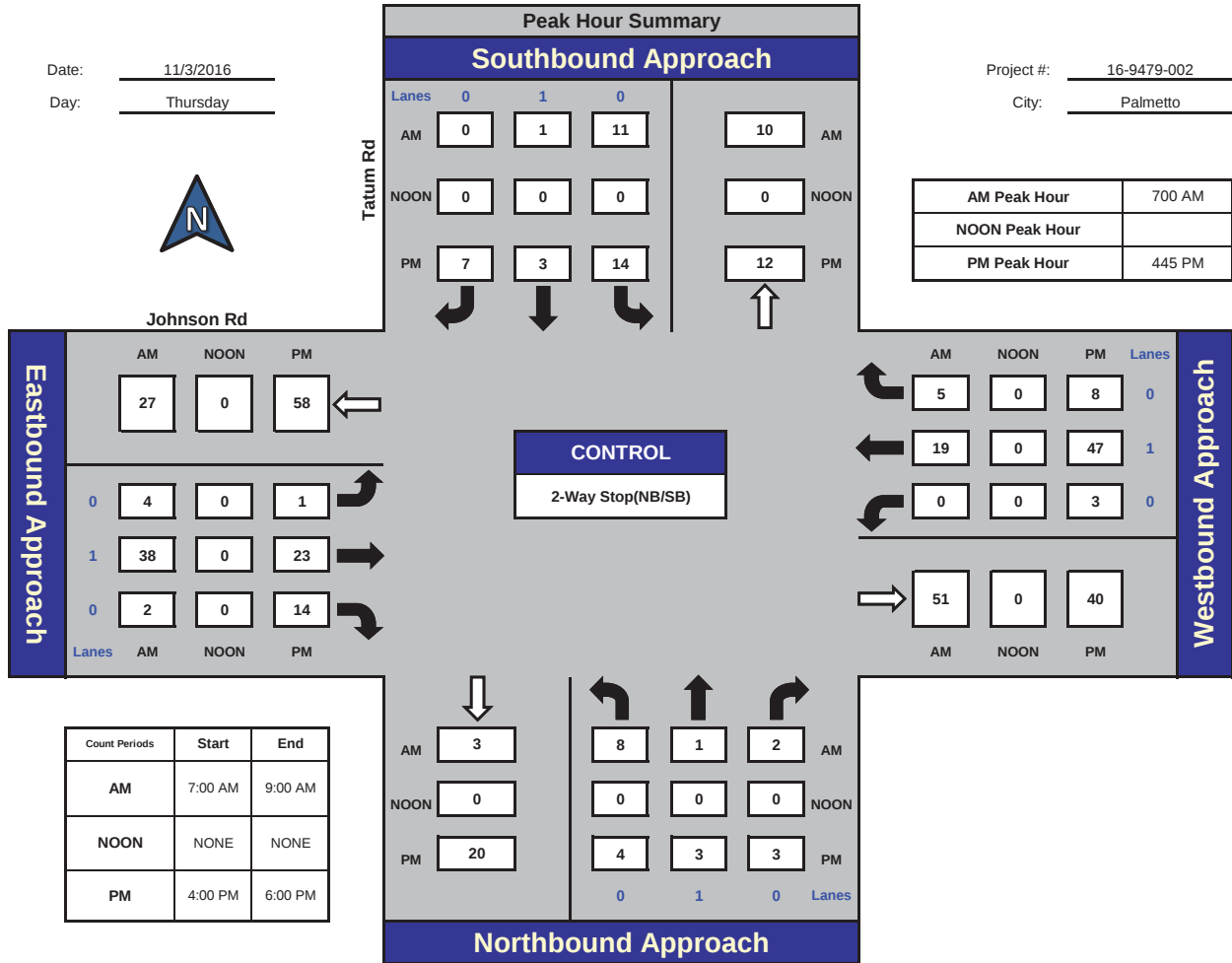
Tatum Rd and Johnson Rd, Palmetto

Date: 11/3/2016

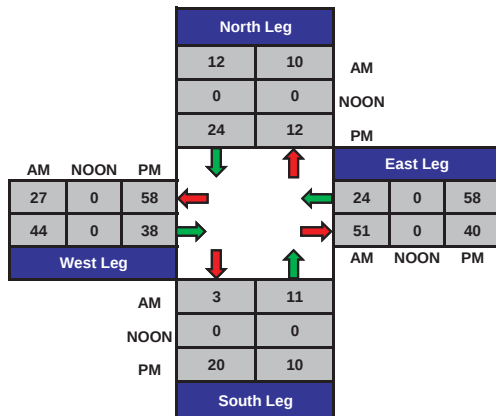
Day: Thursday

Project #: 16-9479-002

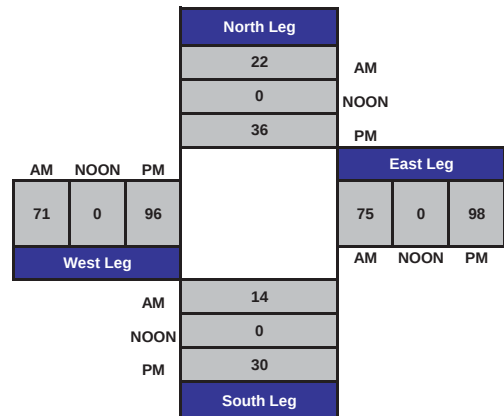
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-002

Location: Tatum Rd & Johnson Rd

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Tatum Rd Southbound					Johnson Rd Westbound					Tatum Rd Northbound					Johnson Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	2	0	2	3	1	0	0	4	1	0	0	0	1	1	9	0	0	10	17
7:15 AM	0	1	5	0	6	0	7	0	0	7	1	0	5	0	6	1	9	1	0	11	30
7:30 AM	0	0	2	0	2	2	5	0	0	7	0	0	1	0	1	0	10	1	0	11	21
7:45 AM	0	0	2	0	2	0	6	0	0	6	0	1	2	0	3	0	10	2	0	12	23
Total	0	1	11	0	12	5	19	0	0	24	2	1	8	0	11	2	38	4	0	44	91
8:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	9
8:15 AM	0	0	4	0	4	3	5	0	0	8	1	0	0	0	1	3	8	2	0	13	26
8:30 AM	0	0	4	0	4	1	1	0	0	2	1	1	1	0	3	0	5	0	0	5	14
8:45 AM	1	0	1	0	2	1	0	0	0	1	2	0	0	0	2	2	4	0	0	6	11
Total	1	0	10	0	11	5	10	0	0	15	4	1	1	0	6	5	20	3	0	28	60

BREAK

4:00 PM	1	0	3	0	4	3	8	0	0	11	0	0	0	0	0	1	2	2	0	0	5	20
4:15 PM	3	0	2	0	5	1	9	0	0	10	1	0	1	0	2	2	8	4	0	0	14	31
4:30 PM	2	1	2	0	5	2	7	1	0	10	0	0	0	0	0	1	5	1	0	0	7	22
4:45 PM	4	0	5	0	9	1	17	0	0	18	2	1	0	0	3	1	5	0	0	0	6	36
Total	10	1	12	0	23	7	41	1	0	49	3	1	1	0	5	5	20	7	0	0	32	109
5:00 PM	2	2	2	0	6	4	10	1	0	15	0	2	0	0	2	5	5	0	0	0	10	33
5:15 PM	0	0	1	0	1	2	6	1	0	9	1	0	1	0	2	2	5	1	0	0	8	20
5:30 PM	1	1	6	0	8	1	14	1	0	16	0	0	3	0	3	6	8	0	0	0	14	41
5:45 PM	0	1	3	0	4	2	10	2	0	14	0	1	0	0	1	2	8	2	0	0	12	31
Total	3	4	12	0	19	9	40	5	0	54	1	3	4	0	8	15	26	3	0	0	44	125

Grand Total	14	6	45	0	65	26	110	6	0	142	10	6	14	0	30	27	104	17	0	0	148	385
Apprch %	21.5	9.2	69.2	0.0		18.3	77.5	4.2	0.0		33.3	20.0	46.7	0.0		18.2	70.3	11.5	0.0			
Total %	3.6	1.6	11.7	0.0	16.9	6.8	28.6	1.6	0.0	36.9	2.6	1.6	3.6	0.0	7.8	7.0	27.0	4.4	0.0	0.0	38.4	
Cars, PU, Vans	14	6	45	0	65	26	110	6	0	142	10	6	14	0	30	27	104	17	0	0	148	385
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-002

Location: Tatum Rd & Johnson Rd

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

	Tatum Rd Southbound				Johnson Rd Westbound				Tatum Rd Northbound				Johnson Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	0	0	2	2	3	1	0	4	1	0	0	1	1	9	0	10	17
7:15 AM	0	1	5	6	0	7	0	7	1	0	5	6	1	9	1	11	30
7:30 AM	0	0	2	2	2	5	0	7	0	0	1	1	0	10	1	11	21
7:45 AM	0	0	2	2	0	6	0	6	0	1	2	3	0	10	2	12	23
Total Volume	0	1	11	12	5	19	0	24	2	1	8	11	2	38	4	44	91
% App. Total	0.0	8.3	91.7	100	20.8	79.2	0.0	100	18.2	9.1	72.7	100	4.5	86.4	9.1	100	
PHF	0.500				0.857				0.458				0.917				
Cars, PU, Vans	0	1	11	12	5	19	0	24	2	1	8	11	2	38	4	44	91
% Cars, PU, Vans	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Tatum Rd Southbound				Johnson Rd Westbound				Tatum Rd Northbound				Johnson Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	4	0	5	9	1	17	0	18	2	1	0	3	1	5	0	6	36
5:00 PM	2	2	2	6	4	10	1	15	0	2	0	2	5	5	0	10	33
5:15 PM	0	0	1	1	2	6	1	9	1	0	1	2	2	5	1	8	20
5:30 PM	1	1	6	8	1	14	1	16	0	0	3	3	6	8	0	14	41
Total Volume	7	3	14	24	8	47	3	58	3	3	4	10	14	23	1	38	130
% App. Total	29.2	12.5	58.3	100	13.8	81.0	5.2	100	30.0	30.0	40.0	100	36.8	60.5	2.6	100	
PHF	0.667				0.806				0.833				0.679				

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

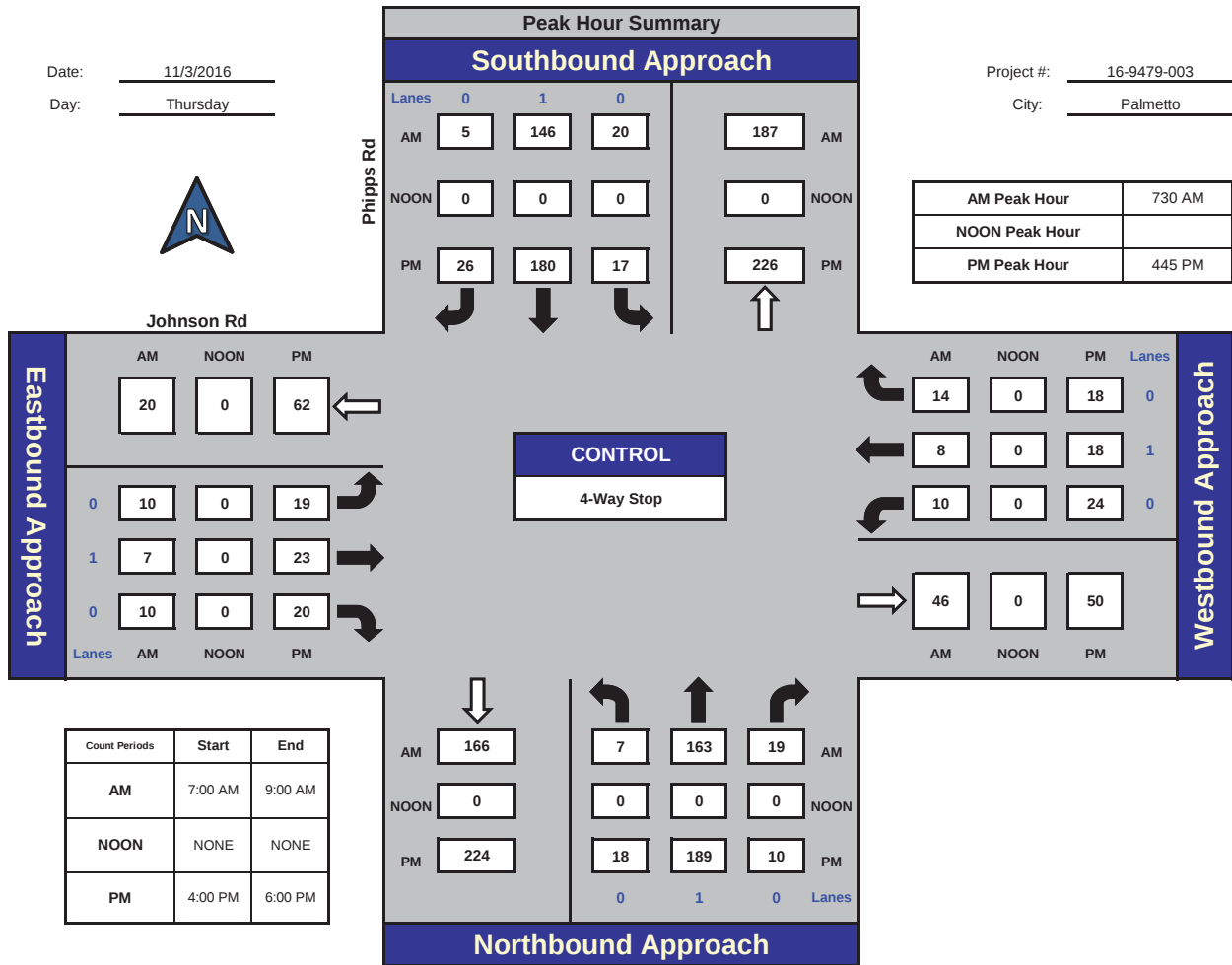
Phipps Rd and Johnson Rd , Palmetto

Date: 11/3/2016

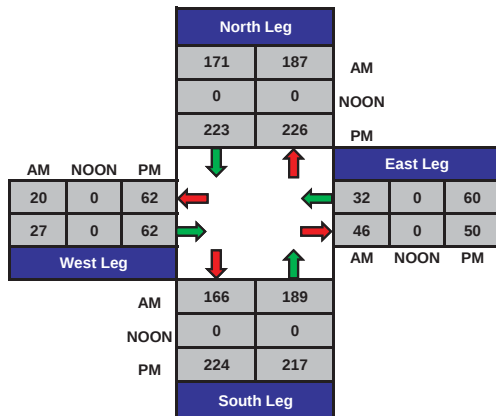
Day: Thursday

Project #: 16-9479-003

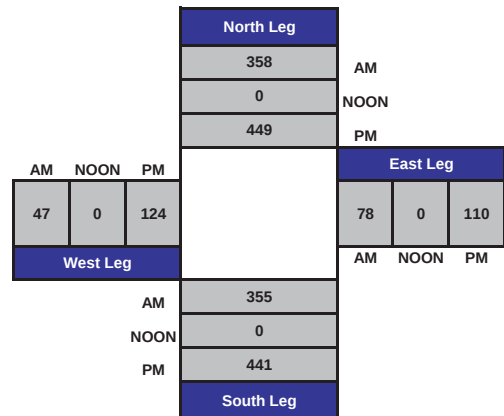
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-003

Location: Phipps Rd & Johnson Rd

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Phipps Rd Southbound					Johnson Rd Westbound					Phipps Rd Northbound					Johnson Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	38	6	0	44	4	2	2	0	8	1	38	1	0	40	2	2	1	0	5	97
7:15 AM	0	35	4	0	39	7	3	1	0	11	0	42	2	0	44	0	4	2	0	6	100
7:30 AM	2	36	6	0	44	5	4	3	0	12	5	43	1	0	49	3	1	2	0	6	111
7:45 AM	1	30	5	0	36	1	2	5	0	8	5	38	1	0	44	4	2	3	0	9	97
Total	3	139	21	0	163	17	11	11	0	39	11	161	5	0	177	9	9	8	0	26	405
8:00 AM	1	39	2	0	42	4	2	0	0	6	2	51	5	0	58	1	1	2	0	4	110
8:15 AM	1	41	7	0	49	4	0	2	0	6	7	31	0	0	38	2	3	3	0	8	101
8:30 AM	1	42	3	0	46	1	0	1	0	2	1	35	5	0	41	2	0	2	0	4	93
8:45 AM	0	35	4	0	39	2	1	2	0	5	2	20	0	0	22	2	1	2	0	5	71
Total	3	157	16	0	176	11	3	5	0	19	12	137	10	0	159	7	5	9	0	21	375

BREAK

4:00 PM	3	44	2	0	49	4	2	1	0	7	6	28	4	0	38	3	1	2	0	6	100
4:15 PM	11	30	6	0	47	7	5	3	0	15	8	39	1	0	48	1	5	7	0	13	123
4:30 PM	5	41	3	0	49	1	7	3	0	11	1	38	6	0	45	2	3	2	0	7	112
4:45 PM	2	46	5	0	53	11	9	8	0	28	0	44	5	0	49	1	5	4	0	10	140
Total	21	161	16	0	198	23	23	15	0	61	15	149	16	0	180	7	14	15	0	36	475
5:00 PM	10	44	6	0	60	0	2	2	0	4	5	45	3	0	53	8	6	4	0	18	135
5:15 PM	8	43	2	0	53	3	4	8	0	15	3	42	4	0	49	4	5	3	0	12	129
5:30 PM	6	47	4	0	57	4	3	6	0	13	2	58	6	0	66	7	7	8	0	22	158
5:45 PM	2	45	1	0	48	4	6	1	0	11	3	38	7	0	48	3	1	3	0	7	114
Total	26	179	13	0	218	11	15	17	0	43	13	183	20	0	216	22	19	18	0	59	536

Grand Total	53	636	66	0	755	62	52	48	0	162	51	630	51	0	732	45	47	50	0	142	1791
Apprch %	7.0	84.2	8.7	0.0		38.3	32.1	29.6	0.0		7.0	86.1	7.0	0.0		31.7	33.1	35.2	0.0		
Total %	3.0	35.5	3.7	0.0	42.2	3.5	2.9	2.7	0.0	9.0	2.8	35.2	2.8	0.0	40.9	2.5	2.6	2.8	0.0	7.9	
Cars, PU, Vans	53	636	66	0	755	62	52	48	0	162	51	630	51	0	732	45	47	50	0	142	1791
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-003

Location: Phipps Rd & Johnson Rd

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

	Phipps Rd Southbound					Johnson Rd Westbound					Phipps Rd Northbound					Johnson Rd Eastbound					
Start Time	Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	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	2	36	6	44		5	4	3	12		5	43	1	49		3	1	2	6		111
7:45 AM	1	30	5	36		1	2	5	8		5	38	1	44		4	2	3	9		97
8:00 AM	1	39	2	42		4	2	0	6		2	51	5	58		1	1	2	4		110
8:15 AM	1	41	7	49		4	0	2	6		7	31	0	38		2	3	3	8		101
Total Volume	5	146	20	171		14	8	10	32		19	163	7	189		10	7	10	27		419
% App. Total	2.9	85.4	11.7	100		43.8	25.0	31.3	100		10.1	86.2	3.7	100		37.0	25.9	37.0	100		
PHF				0.872					0.667					0.815					0.750		
Cars, PU, Vans	5	146	20	171		14	8	10	32		19	163	7	189		10	7	10	27		419
% Cars, PU, Vans	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0

PM

	Phipps Rd Southbound					Johnson Rd Westbound					Phipps Rd Northbound					Johnson Rd Eastbound					
Start Time	Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	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	46	5	53		11	9	8	28		0	44	5	49		1	5	4	10		140
5:00 PM	10	44	6	60		0	2	2	4		5	45	3	53		8	6	4	18		135
5:15 PM	8	43	2	53		3	4	8	15		3	42	4	49		4	5	3	12		129
5:30 PM	6	47	4	57		4	3	6	13		2	58	6	66		7	7	8	22		158
Total Volume	26	180	17	223		18	18	24	60		10	189	18	217		20	23	19	62		562
% App. Total	11.7	80.7	7.6	100		30.0	30.0	40.0	100		4.6	87.1	8.3	100		32.3	37.1	30.6	100		
PHF				0.929					0.536					0.822					0.705		

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

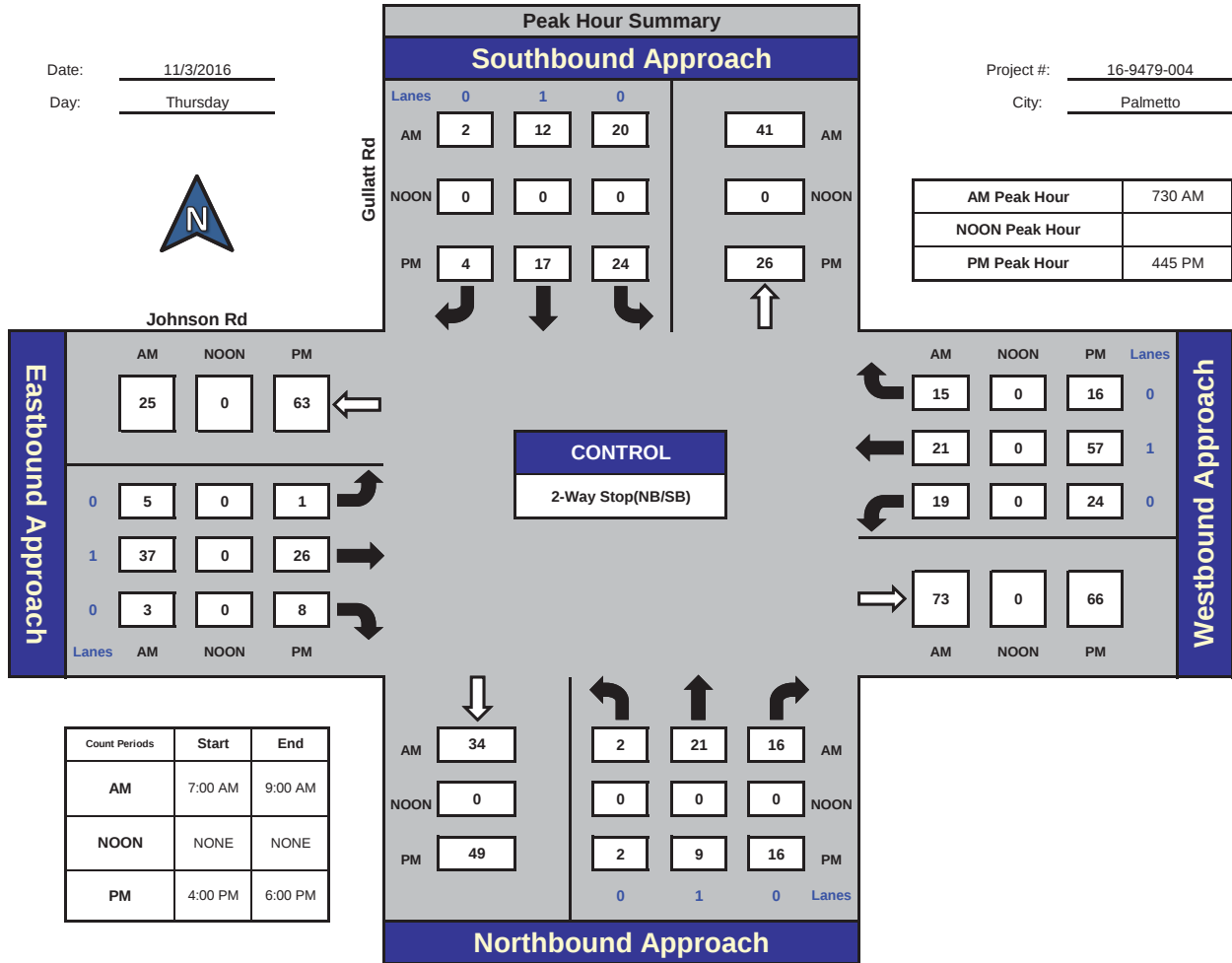
Gullatt Rd and Johnson Rd , Palmetto

Date: 11/3/2016

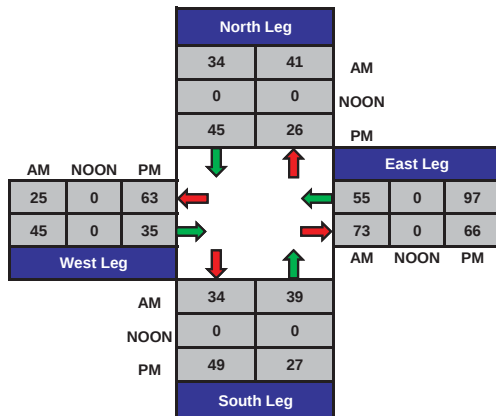
Day: Thursday

Project #: 16-9479-004

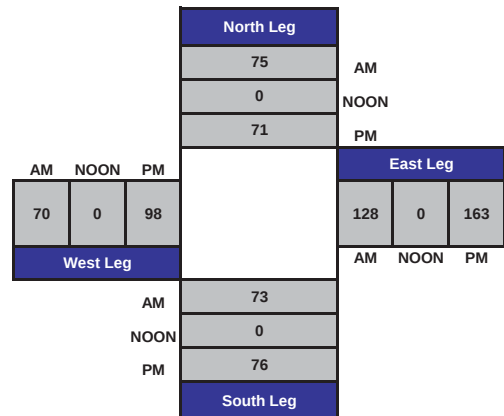
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-004

Location: Gullatt Rd & Johnson Rd

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Gullatt Rd Southbound					Johnson Rd Westbound					Gullatt Rd Northbound					Johnson Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	1	4	0	5	5	4	4	0	13	0	3	0	0	3	1	12	0	0	13	34
7:15 AM	0	3	2	0	5	9	5	3	0	17	2	1	1	0	4	2	11	1	0	14	40
7:30 AM	0	6	5	0	11	3	6	5	0	14	3	5	0	0	8	2	11	1	0	14	47
7:45 AM	1	2	4	0	7	8	5	5	0	18	7	8	0	0	15	1	10	1	0	12	52
Total	1	12	15	0	28	25	20	17	0	62	12	17	1	0	30	6	44	3	0	53	173
8:00 AM	0	2	5	0	7	4	3	4	0	11	2	5	0	0	7	0	7	0	0	7	32
8:15 AM	1	2	6	0	9	0	7	5	0	12	4	3	2	0	9	0	9	3	0	12	42
8:30 AM	1	4	1	0	6	3	7	9	0	19	4	2	0	0	6	0	7	0	0	7	38
8:45 AM	1	5	2	0	8	2	0	1	0	3	2	1	0	0	3	0	8	0	0	8	22
Total	3	13	14	0	30	9	17	19	0	45	12	11	2	0	25	0	31	3	0	34	134

BREAK

4:00 PM	1	2	4	0	7	1	11	12	0	24	3	2	1	0	6	1	6	0	0	7	44
4:15 PM	0	4	1	0	5	5	7	5	0	17	7	6	4	0	17	2	4	0	0	6	45
4:30 PM	0	1	3	0	4	2	11	7	0	20	3	4	0	0	7	0	10	1	0	11	42
4:45 PM	1	3	5	0	9	3	22	7	0	32	3	1	0	0	4	1	6	1	0	8	53
Total	2	10	13	0	25	11	51	31	0	93	16	13	5	0	34	4	26	2	0	32	184
5:00 PM	1	3	7	0	11	4	12	6	0	22	4	5	2	0	11	4	3	0	0	7	51
5:15 PM	0	7	4	0	11	2	9	4	0	15	6	2	0	0	8	1	7	0	0	8	42
5:30 PM	2	4	8	0	14	7	14	7	0	28	3	1	0	0	4	2	10	0	0	12	58
5:45 PM	0	3	4	0	7	6	13	6	0	25	3	3	1	0	7	1	10	1	0	12	51
Total	3	17	23	0	43	19	48	23	0	90	16	11	3	0	30	8	30	1	0	39	202

Grand Total	9	52	65	0	126	64	136	90	0	290	56	52	11	0	119	18	131	9	0	158	693
Apprch %	7.1	41.3	51.6	0.0		22.1	46.9	31.0	0.0		47.1	43.7	9.2	0.0		11.4	82.9	5.7	0.0		
Total %	1.3	7.5	9.4	0.0	18.2	9.2	19.6	13.0	0.0	41.8	8.1	7.5	1.6	0.0	17.2	2.6	18.9	1.3	0.0	22.8	
Cars, PU, Vans	9	52	65	0	126	64	136	90	0	290	56	52	11	0	119	18	131	9	0	158	693
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-004

Location: Gullatt Rd & Johnson Rd

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

Row	Gullatt Rd Southbound				Johnson Rd Westbound				Gullatt Rd Northbound				Johnson Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	6	5	11	3	6	5	14	3	5	0	8	2	11	1	14	47
7:45 AM	1	2	4	7	8	5	5	18	7	8	0	15	1	10	1	12	52
8:00 AM	0	2	5	7	4	3	4	11	2	5	0	7	0	7	0	7	32
8:15 AM	1	2	6	9	0	7	5	12	4	3	2	9	0	9	3	12	42
Total Volume	2	12	20	34	15	21	19	55	16	21	2	39	3	37	5	45	173
% App. Total	5.9	35.3	58.8	100	27.3	38.2	34.5	100	41.0	53.8	5.1	100	6.7	82.2	11.1	100	
PHF	0.773				0.764				0.650				0.804				
Cars, PU, Vans	2	12	20	34	15	21	19	55	16	21	2	39	3	37	5	45	173
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Gullatt Rd Southbound				Johnson Rd Westbound				Gullatt Rd Northbound				Johnson Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	3	5	9	3	22	7	32	3	1	0	4	1	6	1	8	53
5:00 PM	1	3	7	11	4	12	6	22	4	5	2	11	4	3	0	7	51
5:15 PM	0	7	4	11	2	9	4	15	6	2	0	8	1	7	0	8	42
5:30 PM	2	4	8	14	7	14	7	28	3	1	0	4	2	10	0	12	58
Total Volume	4	17	24	45	16	57	24	97	16	9	2	27	8	26	1	35	204
% App. Total	8.9	37.8	53.3	100	16.5	58.8	24.7	100	59.3	33.3	7.4	100	22.9	74.3	2.9	100	
PHF	0.804				0.758				0.614				0.729				

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

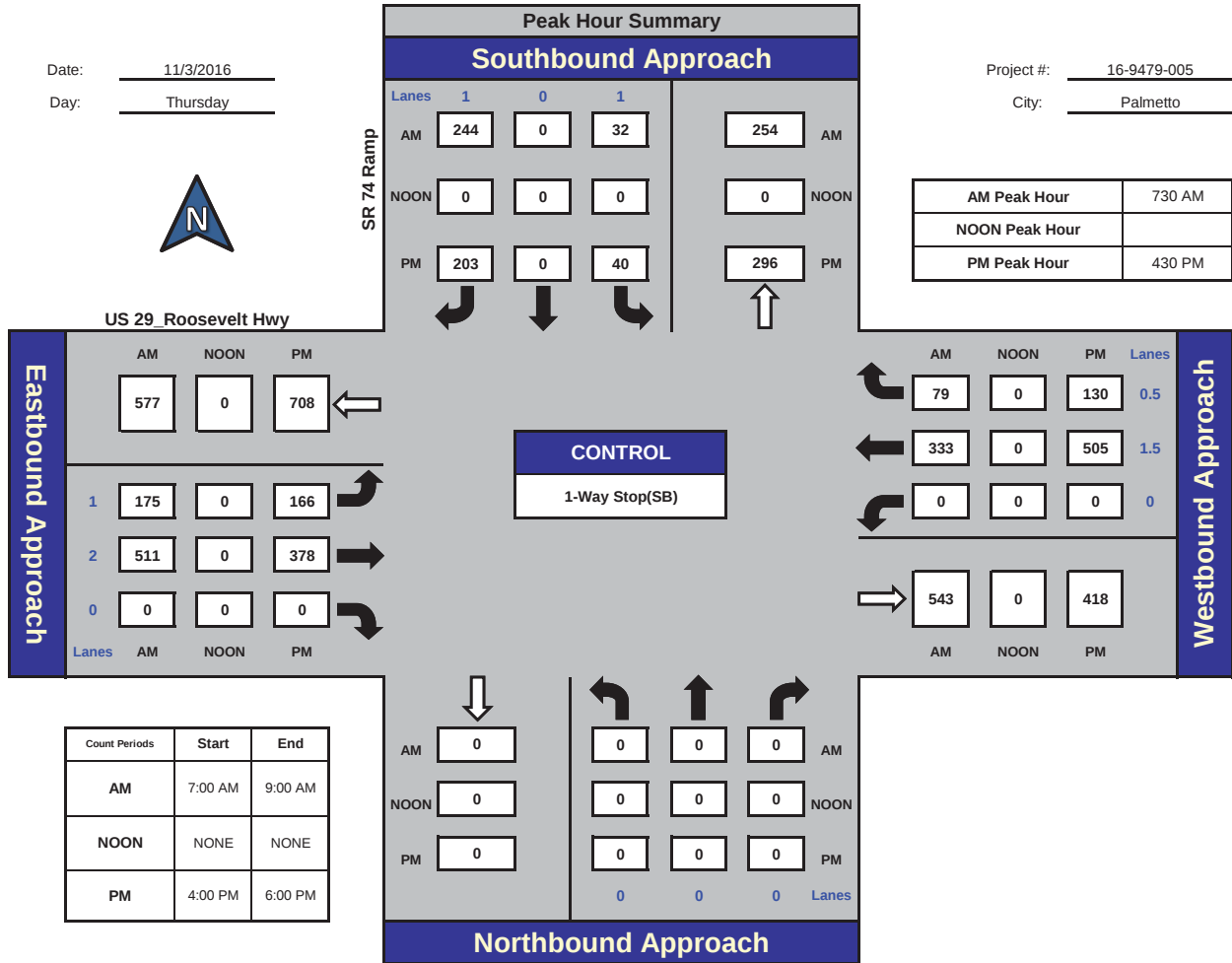
SR 74 Ramp and US 29 Roosevelt Hwy , Palmetto

Date: 11/3/2016

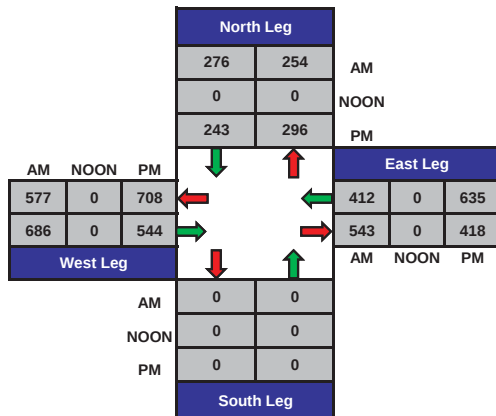
Day: Thursday

Project #: 16-9479-005

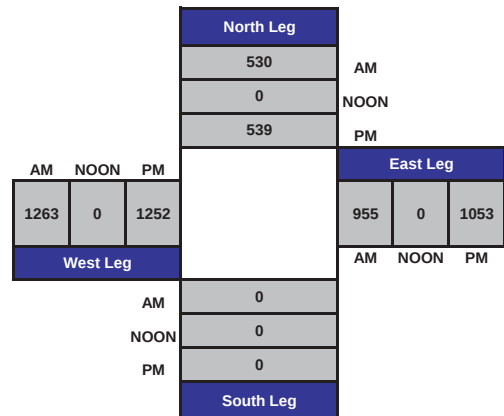
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-005

Location: SR 74 Ramp & US 29_Roosevelt Hwy

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 74 Ramp Southbound					US 29_Roosevelt Hwy Westbound					SR 74 Ramp Northbound					US 29_Roosevelt Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	30	0	9	0	39	13	30	0	0	43	0	0	0	0	0	0	84	38	0	122	204
7:15 AM	30	0	4	0	34	16	51	0	0	67	0	0	0	0	0	0	103	43	0	146	247
7:30 AM	45	0	6	0	51	21	72	0	0	93	0	0	0	0	0	0	111	41	0	152	296
7:45 AM	67	0	6	0	73	20	82	0	0	102	0	0	0	0	0	0	156	53	0	209	384
Total	172	0	25	0	197	70	235	0	0	305	0	0	0	0	0	0	454	175	0	629	1131
8:00 AM	68	0	10	0	78	20	111	0	0	131	0	0	0	0	0	0	122	44	0	166	375
8:15 AM	64	0	10	0	74	18	68	0	0	86	0	0	0	0	0	0	122	37	0	159	319
8:30 AM	37	0	5	0	42	14	61	0	0	75	0	0	0	0	0	0	106	43	0	149	266
8:45 AM	38	0	7	0	45	8	44	0	0	52	0	0	0	0	0	0	109	34	0	143	240
Total	207	0	32	0	239	60	284	0	0	344	0	0	0	0	0	0	459	158	0	617	1200

BREAK

4:00 PM	56	0	7	0	63	15	107	0	0	122	0	0	0	0	0	0	77	46	0	123	308
4:15 PM	55	0	12	0	67	22	123	0	0	145	0	0	0	0	0	0	73	26	0	99	311
4:30 PM	51	0	8	0	59	40	120	0	0	160	0	0	0	0	0	0	100	53	0	153	372
4:45 PM	52	0	8	0	60	27	120	0	0	147	0	0	0	0	0	0	102	44	0	146	353
Total	214	0	35	0	249	104	470	0	0	574	0	0	0	0	0	0	352	169	0	521	1344
5:00 PM	61	0	10	0	71	36	131	0	0	167	0	0	0	0	0	0	97	38	0	135	373
5:15 PM	39	0	14	0	53	27	134	0	0	161	0	0	0	0	0	0	79	31	0	110	324
5:30 PM	38	0	9	0	47	22	126	0	0	148	0	0	0	0	0	0	104	32	0	136	331
5:45 PM	46	0	12	0	58	33	134	0	0	167	0	0	0	0	0	0	101	26	0	127	352
Total	184	0	45	0	229	118	525	0	0	643	0	0	0	0	0	0	381	127	0	508	1380

Grand Total	777	0	137	0	914	352	1514	0	0	1866	0	0	0	0	0	0	1646	629	0	2275	5055
Apprch %	85.0	0.0	15.0	0.0		18.9	81.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	72.4	27.6	0.0		
Total %	15.4	0.0	2.7	0.0	18.1	7.0	30.0	0.0	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	32.6	12.4	0.0	45.0	
Cars, PU, Vans	777	0	137	0	914	352	1514	0	0	1866	0	0	0	0	0	0	1646	629	0	2275	5055
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-005

Location: SR 74 Ramp & US 29_Roose

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

	SR 74 Ramp Southbound				US 29_Roosevelt Hwy Westbound				SR 74 Ramp Northbound				US 29_Roosevelt Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	45	0	6	51	21	72	0	93	0	0	0	0	0	111	41	152	296
7:45 AM	67	0	6	73	20	82	0	102	0	0	0	0	0	156	53	209	384
8:00 AM	68	0	10	78	20	111	0	131	0	0	0	0	0	122	44	166	375
8:15 AM	64	0	10	74	18	68	0	86	0	0	0	0	0	122	37	159	319
Total Volume	244	0	32	276	79	333	0	412	0	0	0	0	0	511	175	686	1374
% App. Total	88.4	0.0	11.6	100	19.2	80.8	0.0	100	0.0	0.0	0.0	0	0.0	74.5	25.5	100	
PHF	0.885				0.786				0.000				0.821				
Cars, PU, Vans	244	0	32	276	79	333	0	412	0	0	0	0	0	511	175	686	1374
% Cars, PU, Vans	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	SR 74 Ramp Southbound				US 29_Roosevelt Hwy Westbound				SR 74 Ramp Northbound				US 29_Roosevelt Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	51	0	8	59	40	120	0	160	0	0	0	0	0	100	53	153	372
4:45 PM	52	0	8	60	27	120	0	147	0	0	0	0	0	102	44	146	353
5:00 PM	61	0	10	71	36	131	0	167	0	0	0	0	0	97	38	135	373
5:15 PM	39	0	14	53	27	134	0	161	0	0	0	0	0	79	31	110	324
Total Volume	203	0	40	243	130	505	0	635	0	0	0	0	0	378	166	544	1422
% App. Total	83.5	0.0	16.5	100	20.5	79.5	0.0	100	0.0	0.0	0.0	0	0.0	69.5	30.5	100	
PHF	0.856				0.951				0.000				0.889				

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

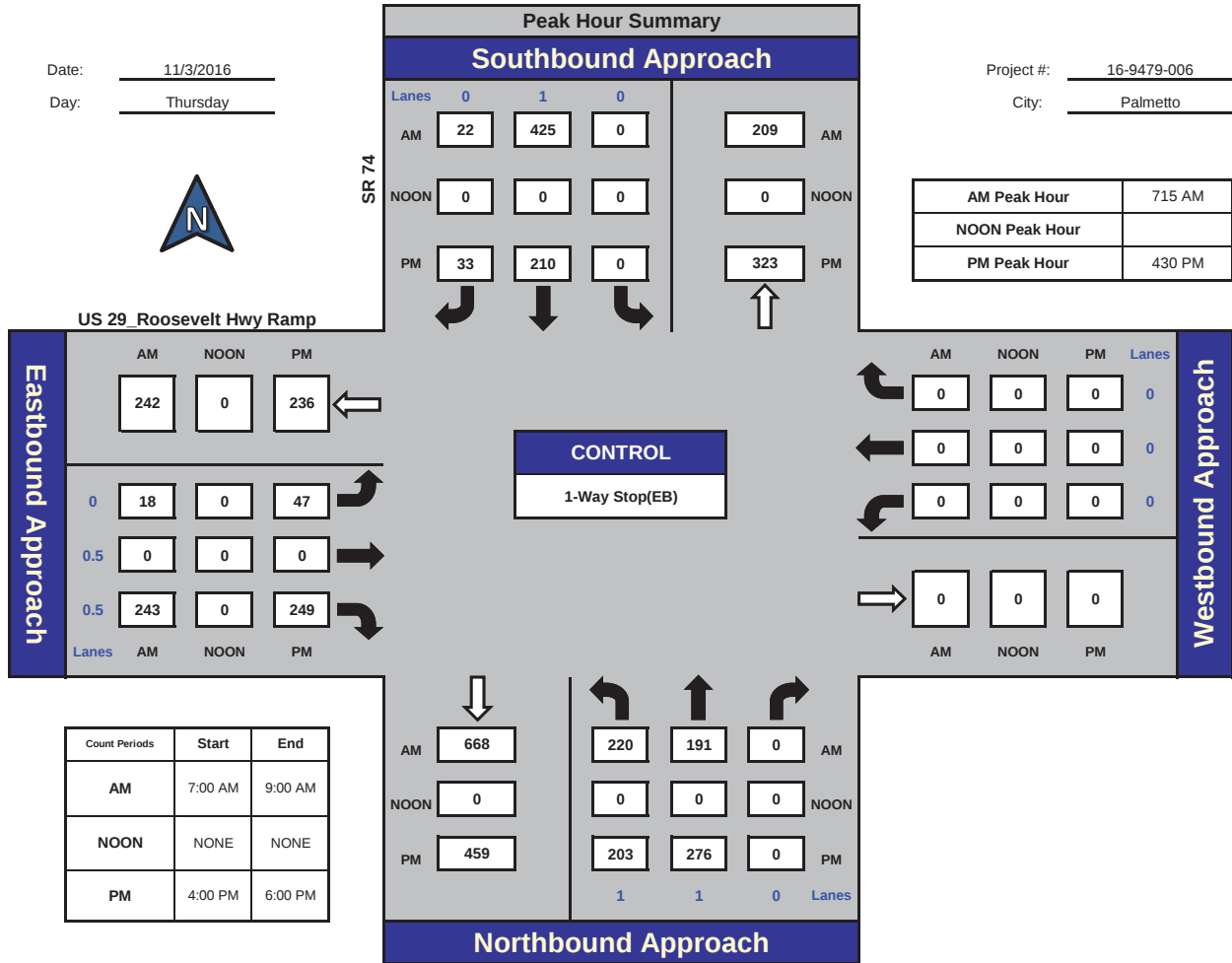
SR 74 and US 29 Roosevelt Hwy Ramp , Palmetto

Date: 11/3/2016

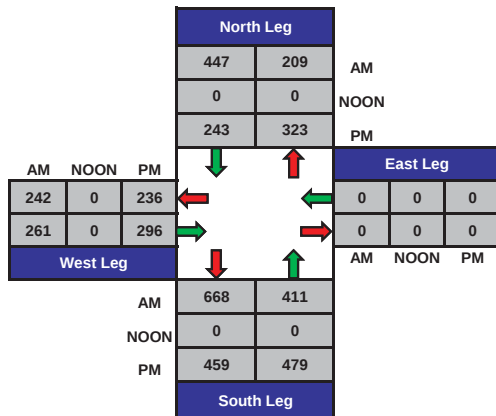
Day: Thursday

Project #: 16-9479-006

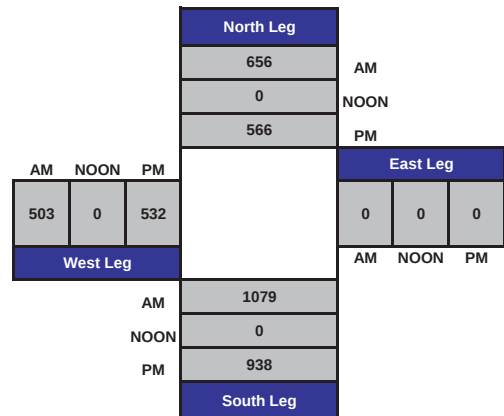
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-006

Location: SR 74 & US 29_Roosevelt Hwy Ramp

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 74 Southbound					US 29_Roosevelt Hwy Ramp Westbound					SR 74 Northbound					US 29_Roosevelt Hwy Ramp Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	12	87	0	0	99	0	0	0	0	0	0	51	22	0	73	51	0	1	0	52	224
7:15 AM	4	125	0	0	129	0	0	0	0	0	0	47	34	0	81	53	0	4	0	57	267
7:30 AM	7	113	0	0	120	0	0	0	0	0	0	42	45	0	87	60	0	3	0	63	270
7:45 AM	5	103	0	0	108	0	0	0	0	0	0	50	73	0	123	69	0	6	0	75	306
Total	28	428	0	0	456	0	0	0	0	0	0	190	174	0	364	233	0	14	0	247	1067
8:00 AM	6	84	0	0	90	0	0	0	0	0	0	52	68	0	120	61	0	5	0	66	276
8:15 AM	4	84	0	0	88	0	0	0	0	0	0	48	70	0	118	50	0	3	0	53	259
8:30 AM	2	79	0	0	81	0	0	0	0	0	0	38	41	0	79	53	0	3	0	56	216
8:45 AM	6	55	0	0	61	0	0	0	0	0	0	45	35	0	80	40	0	3	0	43	184
Total	18	302	0	0	320	0	0	0	0	0	0	183	214	0	397	204	0	14	0	218	935

BREAK

4:00 PM	2	51	0	0	53	0	0	0	0	0	0	58	61	0	119	47	0	10	0	57	229
4:15 PM	7	36	0	0	43	0	0	0	0	0	0	70	64	0	134	45	0	5	0	50	227
4:30 PM	6	44	0	0	50	0	0	0	0	0	0	74	50	0	124	79	0	12	0	91	265
4:45 PM	6	61	0	0	67	0	0	0	0	0	0	61	53	0	114	61	0	11	0	72	253
Total	21	192	0	0	213	0	0	0	0	0	0	263	228	0	491	232	0	38	0	270	974
5:00 PM	11	56	0	0	67	0	0	0	0	0	0	74	59	0	133	64	0	9	0	73	273
5:15 PM	10	49	0	0	59	0	0	0	0	0	0	67	41	0	108	45	0	15	0	60	227
5:30 PM	4	71	0	0	75	0	0	0	0	0	0	80	45	0	125	45	0	8	0	53	253
5:45 PM	9	58	0	0	67	0	0	0	0	0	0	78	48	0	126	43	0	15	0	58	251
Total	34	234	0	0	268	0	0	0	0	0	0	299	193	0	492	197	0	47	0	244	1004

Grand Total	101	1156	0	0	1257	0	0	0	0	0	0	935	809	0	1744	866	0	113	0	979	3980
Apprch %	8.0	92.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	53.6	46.4	0.0		88.5	0.0	11.5	0.0		
Total %	2.5	29.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	23.5	20.3	0.0	43.8	21.8	0.0	2.8	0.0	24.6	
Cars, PU, Vans	101	1156	0	0	1257	0	0	0	0	0	0	935	809	0	1744	866	0	113	0	979	3980
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-006

Location: SR 74 & US 29_Roosevelt H

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

	SR 74 Southbound				US 29_Roosevelt Hwy Ramp Westbound				SR 74 Northbound				US 29_Roosevelt Hwy Ramp Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	4	125	0	129	0	0	0	0	0	47	34	81	53	0	4	57	267
7:30 AM	7	113	0	120	0	0	0	0	0	42	45	87	60	0	3	63	270
7:45 AM	5	103	0	108	0	0	0	0	0	50	73	123	69	0	6	75	306
8:00 AM	6	84	0	90	0	0	0	0	0	52	68	120	61	0	5	66	276
Total Volume	22	425	0	447	0	0	0	0	0	191	220	411	243	0	18	261	1119
% App. Total	4.9	95.1	0.0	100	0.0	0.0	0.0	0	0.0	46.5	53.5	100	93.1	0.0	6.9	100	
PHF				0.866				0.000				0.835				0.870	
Cars, PU, Vans	22	425	0	447	0	0	0	0	0	191	220	411	243	0	18	261	1119
% Cars, PU, Vans	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	SR 74 Southbound				US 29_Roosevelt Hwy Ramp Westbound				SR 74 Northbound				US 29_Roosevelt Hwy Ramp Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	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	44	0	50	0	0	0	0	0	74	50	124	79	0	12	91	265
4:45 PM	6	61	0	67	0	0	0	0	0	61	53	114	61	0	11	72	253
5:00 PM	11	56	0	67	0	0	0	0	0	74	59	133	64	0	9	73	273
5:15 PM	10	49	0	59	0	0	0	0	0	67	41	108	45	0	15	60	227
Total Volume	33	210	0	243	0	0	0	0	0	276	203	479	249	0	47	296	1018
% App. Total	13.6	86.4	0.0	100	0.0	0.0	0.0	0	0.0	57.6	42.4	100	84.1	0.0	15.9	100	
PHF				0.907				0.000				0.900				0.813	

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

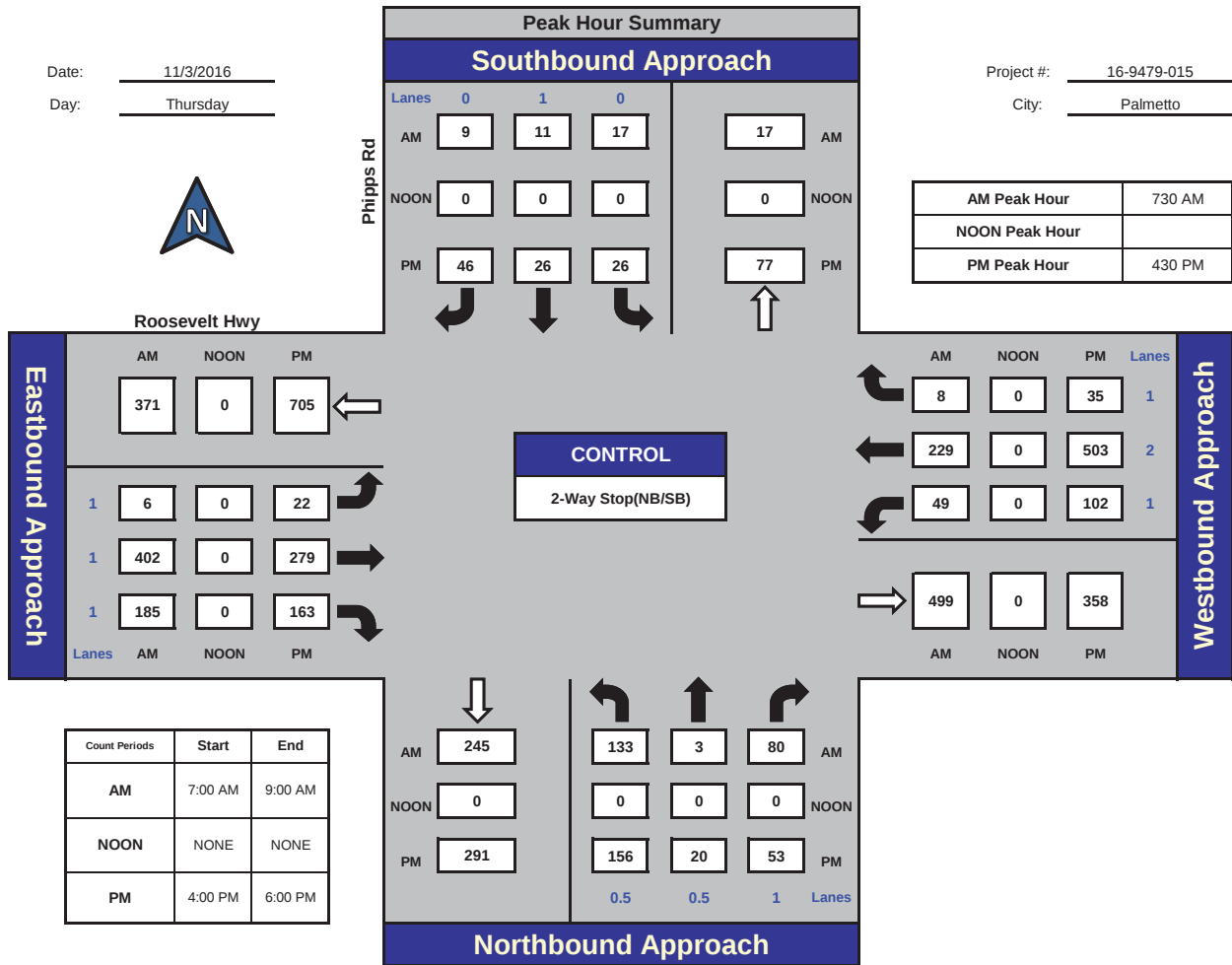
Phipps Rd and Roosevelt Hwy, Palmetto

Date: 11/3/2016

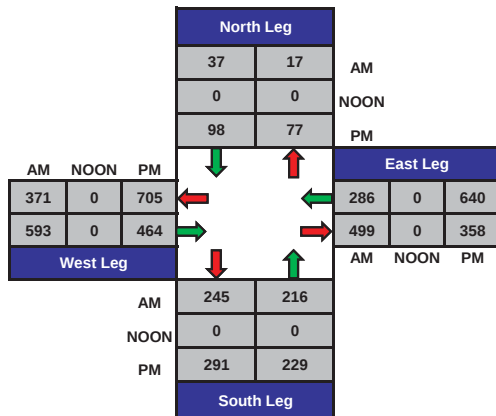
Day: Thursday

Project #: 16-9479-015

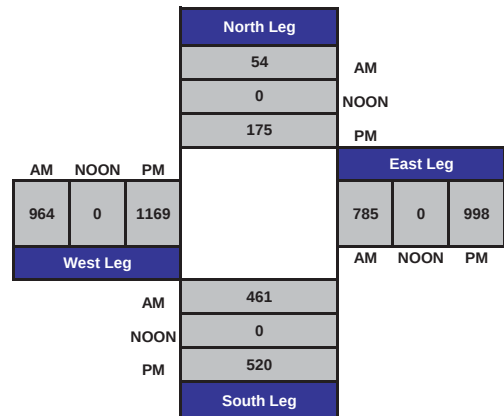
City: Palmetto



Total Ins & Outs



Total Volume Per Leg



Project ID: 16-9479-015

Location: Phipps Rd & Roosevelt Hwy

City: Palmetto

Day: Thursday

Date: 11/3/2016

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Phipps Rd Southbound					Roosevelt Hwy Westbound					Phipps Rd Northbound					Roosevelt Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	5	0	5	0	35	12	0	47	14	0	38	0	52	41	85	0	0	126	230
7:15 AM	0	2	0	0	2	1	48	10	0	59	17	0	46	0	63	50	90	0	0	140	264
7:30 AM	0	2	4	0	6	2	44	9	0	55	18	0	32	0	50	60	126	0	0	186	297
7:45 AM	3	1	5	0	9	4	51	7	0	62	28	3	29	0	60	39	122	3	0	164	295
Total	3	5	14	0	22	7	178	38	0	223	77	3	145	0	225	190	423	3	0	616	1086
8:00 AM	2	2	5	0	9	2	72	13	0	87	24	0	34	0	58	45	72	2	0	119	273
8:15 AM	4	6	3	0	13	0	62	20	0	82	10	0	38	0	48	41	82	1	0	124	267
8:30 AM	3	2	7	0	12	3	56	15	0	74	16	2	31	0	49	45	63	2	0	110	245
8:45 AM	1	0	2	0	3	0	24	17	0	41	11	3	21	0	35	33	56	2	0	91	170
Total	10	10	17	0	37	5	214	65	0	284	61	5	124	0	190	164	273	7	0	444	955

BREAK

4:00 PM	6	7	9	0	22	5	78	26	0	109	9	3	37	0	49	40	73	4	0	117	297
4:15 PM	14	1	6	0	21	12	116	20	0	148	14	6	40	0	60	38	57	6	0	101	330
4:30 PM	9	4	5	0	18	8	126	27	0	161	10	7	34	0	51	40	73	7	0	120	350
4:45 PM	12	7	7	0	26	7	118	23	0	148	8	2	46	0	56	35	79	8	0	122	352
Total	41	19	27	0	87	32	438	96	0	566	41	18	157	0	216	153	282	25	0	460	1329
5:00 PM	12	7	8	0	27	7	131	21	0	159	15	6	42	0	63	44	60	5	0	109	358
5:15 PM	13	8	6	0	27	13	128	31	0	172	20	5	34	0	59	44	67	2	0	113	371
5:30 PM	9	8	5	0	22	11	103	23	0	137	19	2	38	0	59	39	55	5	0	99	317
5:45 PM	7	3	10	0	20	7	110	24	0	141	10	7	54	0	71	35	67	4	0	106	338
Total	41	26	29	0	96	38	472	99	0	609	64	20	168	0	252	162	249	16	0	427	1384

Grand Total	95	60	87	0	242	82	1302	298	0	1682	243	46	594	0	883	669	1227	51	0	1947	4754
Apprch %	39.3	24.8	36.0	0.0		4.9	77.4	17.7	0.0		27.5	5.2	67.3	0.0		34.4	63.0	2.6	0.0		
Total %	2.0	1.3	1.8	0.0	5.1	1.7	27.4	6.3	0.0	35.4	5.1	1.0	12.5	0.0	18.6	14.1	25.8	1.1	0.0	41.0	
Cars, PU, Vans	95	60	87	0	242	82	1302	298	0	1682	243	46	594	0	883	669	1227	51	0	1947	4754
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 16-9479-015

Location: Phipps Rd & Roosevelt Hwy

City: Palmetto

PEAK HOURS

Day: Thursday

Date: 11/3/2016

AM

	Phipps Rd Southbound					Roosevelt Hwy Westbound					Phipps Rd Northbound					Roosevelt Hwy Eastbound					
Start Time	Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	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	2	4	6		2	44	9	55		18	0	32	50		60	126	0	186		297
7:45 AM	3	1	5	9		4	51	7	62		28	3	29	60		39	122	3	164		295
8:00 AM	2	2	5	9		2	72	13	87		24	0	34	58		45	72	2	119		273
8:15 AM	4	6	3	13		0	62	20	82		10	0	38	48		41	82	1	124		267
Total Volume	9	11	17	37		8	229	49	286		80	3	133	216		185	402	6	593		1132
% App. Total	24.3	29.7	45.9	100		2.8	80.1	17.1	100		37.0	1.4	61.6	100		31.2	67.8	1.0	100		
PHF				0.712					0.822					0.900					0.797		
Cars, PU, Vans	9	11	17	37		8	229	49	286		80	3	133	216		185	402	6	593		1132
% Cars, PU, Vans	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
%Heavy Trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0

PM

	Phipps Rd Southbound					Roosevelt Hwy Westbound					Phipps Rd Northbound					Roosevelt Hwy Eastbound					
Start Time	Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	App. Total		Rgt	Thru	Left	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	9	4	5	18		8	126	27	161		10	7	34	51		40	73	7	120		350
4:45 PM	12	7	7	26		7	118	23	148		8	2	46	56		35	79	8	122		352
5:00 PM	12	7	8	27		7	131	21	159		15	6	42	63		44	60	5	109		358
5:15 PM	13	8	6	27		13	128	31	172		20	5	34	59		44	67	2	113		371
Total Volume	46	26	26	98		35	503	102	640		53	20	156	229		163	279	22	464		1431
% App. Total	46.9	26.5	26.5	100		5.5	78.6	15.9	100		23.1	8.7	68.1	100		35.1	60.1	4.7	100		
PHF				0.907					0.930					0.909					0.951		

VOLUME

US 29/Roosevelt Hwy E/O Tatum Rd/Wilkerson Mill Rd

Day: Thursday
Date: 11/3/2016

City: Palmetto
Project #: GA16_9480_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						5,599	5,490	11,089	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	7	36	43		12:00	0	0	102	79	181			
0:15	0	0	15	13	28		12:15	0	0	76	93	169			
0:30	0	0	9	9	18		12:30	0	0	77	89	166			
0:45	0	0	4	35	9	67	12:45	0	0	115	370	70	331	185	701
1:00	0	0	4	12	16		13:00	0	0	76	86	162			
1:15	0	0	7	8	15		13:15	0	0	74	61	135			
1:30	0	0	6	1	7		13:30	0	0	96	66	162			
1:45	0	0	8	25	4	25	13:45	0	0	84	330	73	286	157	616
2:00	0	0	5	6	11		14:00	0	0	68	86	154			
2:15	0	0	6	11	17		14:15	0	0	84	99	183			
2:30	0	0	5	4	9		14:30	0	0	102	95	197			
2:45	0	0	4	20	7	28	14:45	0	0	95	349	101	381	196	730
3:00	0	0	4	3	7		15:00	0	0	74	114	188			
3:15	0	0	1	7	8		15:15	0	0	94	102	196			
3:30	0	0	5	6	11		15:30	0	0	75	148	223			
3:45	0	0	13	23	5	21	15:45	0	0	67	310	137	501	204	811
4:00	0	0	8	11	19		16:00	0	0	86	116	202			
4:15	0	0	11	9	20		16:15	0	0	80	142	222			
4:30	0	0	21	7	28		16:30	0	0	87	155	242			
4:45	0	0	33	73	18	45	16:45	0	0	102	355	126	539	228	894
5:00	0	0	32	29	61		17:00	0	0	90	138	228			
5:15	0	0	51	16	67		17:15	0	0	84	143	227			
5:30	0	0	37	18	55		17:30	0	0	85	134	219			
5:45	0	0	49	169	24	87	17:45	0	0	92	351	128	543	220	894
6:00	0	0	63	24	87		18:00	0	0	83	126	209			
6:15	0	0	91	24	115		18:15	0	0	78	118	196			
6:30	0	0	103	42	145		18:30	0	0	92	107	199			
6:45	0	0	100	357	40	130	18:45	0	0	65	318	98	449	163	767
7:00	0	0	116	33	149		19:00	0	0	61	95	156			
7:15	0	0	114	44	158		19:15	0	0	54	88	142			
7:30	0	0	159	47	206		19:30	0	0	52	63	115			
7:45	0	0	188	577	48	172	19:45	0	0	59	226	69	315	128	541
8:00	0	0	109	86	195		20:00	0	0	48	81	129			
8:15	0	0	99	72	171		20:15	0	0	45	44	89			
8:30	0	0	105	55	160		20:30	0	0	44	44	88			
8:45	0	0	79	392	33	246	20:45	0	0	34	171	49	218	83	389
9:00	0	0	72	52	124		21:00	0	0	24	38	62			
9:15	0	0	87	63	150		21:15	0	0	19	32	51			
9:30	0	0	69	54	123		21:30	0	0	24	34	58			
9:45	0	0	64	292	65	234	21:45	0	0	19	86	39	143	58	229
10:00	0	0	95	71	166		22:00	0	0	14	42	56			
10:15	0	0	73	59	132		22:15	0	0	27	22	49			
10:30	0	0	85	61	146		22:30	0	0	11	26	37			
10:45	0	0	83	336	68	259	22:45	0	0	15	67	25	115	40	182
11:00	0	0	88	74	162		23:00	0	0	16	31	47			
11:15	0	0	69	46	115		23:15	0	0	16	17	33			
11:30	0	0	66	89	155		23:30	0	0	6	21	27			
11:45	0	0	92	315	60	269	23:45	0	0	14	52	17	86	31	138

CLASSIFICATION

US 29/Roosevelt Hwy E/O Tatum Rd/Wilkerson Mill Rd

Day: Thursday

Date: 11/3/2016

City: Palmetto

Project #: GA16_9480_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	66	14	0	13	1	0	4	3	0	0	0	0	102
1:00	0	32	3	0	10	0	0	1	4	0	0	0	0	50
2:00	0	29	7	0	7	0	1	1	3	0	0	0	0	48
3:00	0	24	7	0	7	0	0	3	3	0	0	0	0	44
4:00	0	73	12	2	21	1	0	7	2	0	0	0	0	118
5:00	0	147	42	4	48	5	0	6	4	0	0	0	0	256
6:00	1	302	74	5	85	1	0	13	6	0	0	0	0	487
7:00	2	475	113	9	116	8	0	18	8	0	0	0	0	749
8:00	4	377	114	9	103	9	0	14	8	0	0	0	0	638
9:00	3	310	76	6	95	14	0	12	10	0	0	0	0	526
10:00	4	366	89	7	96	8	0	15	10	0	0	0	0	595
11:00	1	338	99	8	102	10	0	18	8	0	0	0	0	584
12:00 PM	3	410	107	10	127	12	0	23	9	0	0	0	0	701
13:00	5	368	82	12	108	6	0	23	12	0	0	0	0	616
14:00	4	442	111	7	134	7	0	19	6	0	0	0	0	730
15:00	4	496	138	9	137	5	0	12	10	0	0	0	0	811
16:00	6	540	163	10	145	7	0	17	6	0	0	0	0	894
17:00	2	581	147	10	132	4	0	12	6	0	0	0	0	894
18:00	4	513	108	7	111	1	0	15	8	0	0	0	0	767
19:00	1	370	76	3	76	2	0	8	5	0	0	0	0	541
20:00	1	276	44	2	51	1	0	8	6	0	0	0	0	389
21:00	0	158	26	0	37	0	0	7	1	0	0	0	0	229
22:00	1	122	22	1	28	1	0	6	1	0	0	0	0	182
23:00	0	98	17	0	17	0	0	4	2	0	0	0	0	138
Totals	47	6913	1691	121	1806	103	1	266	141					11089
% of Totals	0%	62%	15%	1%	16%	1%	0%	2%	1%					100%

AM Volumes	16	2539	650	50	703	57	1	112	69	0	0	0	0	4197
% AM	0%	23%	6%	0%	6%	1%	0%	1%	1%					38%
AM Peak Hour	8:00	7:00	8:00	7:00	7:00	9:00	2:00	7:00	9:00					7:00
Volume	4	475	114	9	116	14	1	18	10					749
PM Volumes	31	4374	1041	71	1103	46	0	154	72	0	0	0	0	6892
% PM	0%	39%	9%	1%	10%	0%		1%	1%					62%
PM Peak Hour	16:00	17:00	16:00	13:00	16:00	12:00		12:00	13:00					16:00
Volume	6	581	163	12	145	12		23	12					894
Directional Peak Periods	All Classes			AM 7-9			NOON 12-2			PM 4-6		Off Peak Volumes		
			Volume	Volume	%	Volume	%	%	Volume	%	Volume	%		
			1387	1317	13%	1317	12%	16%	1788	16%	6597	59%		

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

CLASSIFICATION

US 29/Roosevelt Hwy E/O Tatum Rd/Wilkerson Mill Rd

Day: Thursday

Date: 11/3/2016

City: Palmetto

Project #: GA16_9480_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	21	6	0	4	1	0	0	2	0	0	0	0	35
1:00	0	12	2	0	7	0	0	0	4	0	0	0	0	25
2:00	0	10	5	0	4	0	0	0	1	0	0	0	0	20
3:00	0	12	2	0	5	0	0	1	3	0	0	0	0	23
4:00	0	46	9	2	11	0	0	3	2	0	0	0	0	73
5:00	0	92	29	4	35	2	0	4	3	0	0	0	0	169
6:00	0	210	59	1	73	1	0	8	5	0	0	0	0	357
7:00	1	352	86	4	108	6	0	13	7	0	0	0	0	577
8:00	4	230	63	6	67	7	0	10	5	0	0	0	0	392
9:00	1	163	47	4	57	8	0	5	7	0	0	0	0	292
10:00	3	198	49	4	60	5	0	11	6	0	0	0	0	336
11:00	1	183	46	6	56	5	0	12	6	0	0	0	0	315
12:00 PM	3	217	49	5	70	7	0	12	7	0	0	0	0	370
13:00	3	196	42	8	59	2	0	11	9	0	0	0	0	330
14:00	3	204	51	4	68	3	0	11	5	0	0	0	0	349
15:00	0	188	50	3	55	1	0	5	8	0	0	0	0	310
16:00	2	216	50	5	64	3	0	9	6	0	0	0	0	355
17:00	0	226	50	7	53	1	0	8	6	0	0	0	0	351
18:00	0	202	42	3	54	0	0	10	7	0	0	0	0	318
19:00	0	144	36	1	34	1	0	5	5	0	0	0	0	226
20:00	0	108	25	2	24	1	0	5	6	0	0	0	0	171
21:00	0	51	13	0	16	0	0	6	0	0	0	0	0	86
22:00	0	38	10	1	15	1	0	2	0	0	0	0	0	67
23:00	0	37	7	0	7	0	0	1	0	0	0	0	0	52
Totals	22	3356	828	70	1006	55	55	152	110	110				5599
% of Totals	0%	60%	15%	1%	18%	1%	1%	3%	2%	2%				100%

AM Volumes	11	1529	403	31	487	35	0	67	51	0	0	0	0	2614
% AM	0%	27%	7%	1%	9%	1%		1%	1%					47%
AM Peak Hour	8:00	7:00	7:00	8:00	7:00	9:00		7:00	7:00					7:00
Volume	4	352	86	6	108	8		13	7					577
PM Volumes	11	1827	425	39	519	20	0	85	59	0	0	0	0	2985
% PM	0%	33%	8%	1%	9%	0%		2%	1%					53%
PM Peak Hour	12:00	17:00	14:00	13:00	12:00	12:00		12:00	13:00					12:00
Volume	3	226	51	8	70	7		12	9					370
Directional Peak Periods		All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes					
		Volume	969		Volume	700		Volume	706		Volume	3224		
				%		%			%			%		
				17%		13%			13%			58%		

Classification Definitions

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

Directional Peak Periods															
All Classes				AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
Volume				Volume			Volume			Volume			Volume		
%				%			%			%			%		
↔				↔			↔			↔			↔		
AM Volumes	5	1010	247	19	216	22	1	45	18	0	0	0	0	0	1583
% AM	0%	18%	4%	0%	4%	0%	0%	1%	0%	0%					29%
AM Peak Hour	9:00	10:00	11:00	7:00	11:00	9:00	2:00	9:00	10:00						11:00
Volume	2	168	53	5	46	6	1	7	4						269
PM Volumes	20	2547	616	32	584	26	0	69	13	0	0	0	0	0	3907
% PM	0%	46%	11%	1%	11%	0%	0%	1%	0%						71%
PM Peak Hour	15:00	17:00	16:00	15:00	15:00	12:00		13:00	13:00						17:00
Volume	4	355	113	6	82	5		12	3						543

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

VOLUME

Tatum Rd Bet. US 29/Roosevelt Hwy & Old Tatum Rd

Day: Thursday

Date: 11/3/2016

City: Palmetto

Project #: GA16_9480_002

DAILY TOTALS					NB	SB	EB					WB	Total
					431	460						0	0
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	3			3		12:00	11	7			18	
00:15	8	3			11		12:15	7	9			16	
00:30	0	2			2		12:30	7	6			13	
00:45	0	8	1	9	1	17	12:45	8	33	13	35	21	68
01:00	2	3			5		13:00	9	14			23	
01:15	3	1			4		13:15	7	7			14	
01:30	0	0			0		13:30	5	1			6	
01:45	5	10	1	5	6	15	13:45	14	35	13	35	27	70
02:00	2	4			6		14:00	5	6			11	
02:15	0	0			0		14:15	9	9			18	
02:30	0	0			0		14:30	6	8			14	
02:45	1	3	0	4	1	7	14:45	5	25	6	29	11	54
03:00	0	2			2		15:00	5	3			8	
03:15	0	4			4		15:15	8	7			15	
03:30	5	0			5		15:30	2	7			9	
03:45	3	8	1	7	4	15	15:45	8	23	10	27	18	50
04:00	3	2			5		16:00	5	3			8	
04:15	0	0			0		16:15	7	8			15	
04:30	0	0			0		16:30	8	2			10	
04:45	2	5	3	5	5	10	16:45	8	28	9	22	17	50
05:00	0	10			10		17:00	6	7			13	
05:15	9	2			11		17:15	3	2			5	
05:30	7	6			13		17:30	2	13			15	
05:45	2	18	6	24	8	42	17:45	6	17	5	27	11	44
06:00	2	7			9		18:00	10	5			15	
06:15	1	11			12		18:15	13	4			17	
06:30	3	4			7		18:30	8	2			10	
06:45	10	16	11	33	21	49	18:45	5	36	5	16	10	52
07:00	3	3			6		19:00	5	10			15	
07:15	2	6			8		19:15	3	2			5	
07:30	3	3			6		19:30	2	0			2	
07:45	6	14	9	21	15	35	19:45	2	12	1	13	3	25
08:00	4	1			5		20:00	10	6			16	
08:15	8	4			12		20:15	2	9			11	
08:30	4	11			15		20:30	1	5			6	
08:45	2	18	1	17	3	35	20:45	1	14	1	21	2	35
09:00	5	7			12		21:00	0	3			3	
09:15	11	3			14		21:15	5	3			8	
09:30	2	17			19		21:30	3	1			4	
09:45	10	28	7	34	17	62	21:45	0	8	3	10	3	18
10:00	7	2			9		22:00	3	1			4	
10:15	8	6			14		22:15	0	0			0	
10:30	4	6			10		22:30	0	1			1	
10:45	1	20	6	20	7	40	22:45	0	3	6	8	6	11
11:00	3	1			4		23:00	2	2			4	
11:15	16	4			20		23:15	1	3			4	
11:30	12	14			26		23:30	0	0			0	
11:45	10	41	10	29	20	70	23:45	5	8	4	9	9	17

VOLUME

Johnson Rd E/O Tatum Rd

Day: Thursday

Date: 11/3/2016

City: Palmetto

Project #: GA16_9480_003

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						500	454	954	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			0	0	0		12:00			6	5	11			
00:15			1	2	3		12:15			3	7	10			
00:30			0	1	1		12:30			7	6	13			
00:45			1	2	0	3	12:45			6	22	6	24	12	46
01:00			0	0	0		13:00			8	6	14			
01:15			2	2	4		13:15			8	3	11			
01:30			1	0	1		13:30			3	3	6			
01:45			1	4	0	2	13:45			9	28	5	17	14	45
02:00			1	0	1		14:00			3	7	10			
02:15			0	1	1		14:15			6	10	16			
02:30			1	1	2		14:30			6	5	11			
02:45			1	3	0	2	14:45			6	21	4	26	10	47
03:00			1	1	2		15:00			7	19	26			
03:15			0	1	1		15:15			6	5	11			
03:30			0	1	1		15:30			6	10	16			
03:45			2	3	0	3	15:45			5	24	8	42	13	66
04:00			1	0	1		16:00			7	9	16			
04:15			0	1	1		16:15			9	13	22			
04:30			0	1	1		16:30			7	11	18			
04:45			0	1	0	2	16:45			9	32	22	55	31	87
05:00			1	0	1		17:00			8	11	19			
05:15			3	0	3		17:15			6	10	16			
05:30			2	1	3		17:30			12	15	27			
05:45			8	14	3	4	17:45			12	38	13	49	25	87
06:00			7	3	10		18:00			11	14	25			
06:15			13	1	14		18:15			16	14	30			
06:30			11	1	12		18:30			9	7	16			
06:45			18	49	7	12	18:45			6	42	8	43	14	85
07:00			12	4	16		19:00			4	8	12			
07:15			14	6	20		19:15			4	2	6			
07:30			13	6	19		19:30			3	2	5			
07:45			12	51	6	22	19:45			4	15	5	17	9	32
08:00			5	2	7		20:00			5	4	9			
08:15			12	8	20		20:15			13	8	21			
08:30			9	3	12		20:30			6	7	13			
08:45			7	33	2	15	20:45			2	26	2	21	4	47
09:00			6	3	9		21:00			1	2	3			
09:15			4	4	8		21:15			5	7	12			
09:30			0	5	5		21:30			4	4	8			
09:45			7	17	4	16	21:45			7	17	1	14	8	31
10:00			3	5	8		22:00			2	2	4			
10:15			6	4	10		22:15			2	2	4			
10:30			9	8	17		22:30			2	4	6			
10:45			7	25	7	24	22:45			3	9	3	11	6	20
11:00			5	2	7		23:00			1	2	3			
11:15			4	6	10		23:15			2	3	5			
11:30			3	9	12		23:30			1	0	1			
11:45			7	19	8	25	23:45			1	5	0	5	1	10

Trip Generation

ITE Trip Generation, 9th Edition (2012)

Project Saben Tatum Rd **Project Number** 2016176
Client _____
Site Tatum Rd, Palmetto, GA **1000 Square Feet** **3086.3**
Land Use High-Cube Warehouse **ITE Code** 152

Weekdays

Personal Vehicles=1.68(#units)-trucks
 Trucks = 0.64 (#units)

Totals= 5,185 2,593 2,593

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
3,209	50%	50%	1605	1605
1976			988	988

AM Peak Hour: Weekdays (peak hour of adjacent street)

Personal Vehicles=0.14(#units)-25.62-trucks
 Trucks = 0.03 (#units)

Totals= 406 280 126

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
313	69%	31%	216	97
93			64	29

PM Peak Hour: Weekdays (peak hour of adjacent street)

Personal Vehicles=0.13(#units)-3.73-trucks
 Trucks = 0.04 (#units)

Totals= 397 123 274

Trips				
Total Number	Percent		Number	
	In	Out	In	Out
274	31%	69%	85	189
123			38	85

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	482	17	12	224	22	10	2	15	43	4	15
Future Volume (Veh/h)	13	482	17	12	224	22	10	2	15	43	4	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	16	610	22	14	260	26	13	3	20	57	5	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	260			610			802	930	305	640	943	143
vC1, stage 1 conf vol							642	642		301	301	
vC2, stage 2 conf vol							160	288		338	642	
vCu, unblocked vol	260			610			802	930	305	640	943	143
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	99	97	89	99	98
cM capacity (veh/h)	1302			965			402	420	691	524	411	879
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	16	305	305	22	14	173	113	36	82			
Volume Left	16	0	0	0	14	0	0	13	57			
Volume Right	0	0	0	22	0	0	26	20	20			
cSH	1302	1700	1700	1700	965	1700	1700	526	570			
Volume to Capacity	0.01	0.18	0.18	0.01	0.01	0.10	0.07	0.07	0.14			
Queue Length 95th (ft)	1	0	0	0	1	0	0	5	12			
Control Delay (s)	7.8	0.0	0.0	0.0	8.8	0.0	0.0	12.3	12.4			
Lane LOS	A				A			B	B			
Approach Delay (s)	0.2				0.4			12.3	12.4			
Approach LOS								B	B			
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			26.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	288	5	19	542	38	17	10	16	26	3	13
Future Volume (Veh/h)	13	288	5	19	542	38	17	10	16	26	3	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.83	0.83	0.83	0.81	0.81	0.81
Hourly flow rate (vph)	14	310	5	21	602	42	20	12	19	32	4	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	602			310			683	982	155	854	1003	322
vC1, stage 1 conf vol							338	338		665	665	
vC2, stage 2 conf vol							345	644		189	338	
vCu, unblocked vol	602			310			683	982	155	854	1003	322
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	97	98	92	99	98
cM capacity (veh/h)	971			1247			505	403	863	385	401	674
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	14	155	155	5	21	401	243	51	52			
Volume Left	14	0	0	0	21	0	0	20	32			
Volume Right	0	0	0	5	0	0	42	19	16			
cSH	971	1700	1700	1700	1247	1700	1700	558	445			
Volume to Capacity	0.01	0.09	0.09	0.00	0.02	0.24	0.14	0.09	0.12			
Queue Length 95th (ft)	1	0	0	0	1	0	0	8	10			
Control Delay (s)	8.8	0.0	0.0	0.0	7.9	0.0	0.0	12.1	14.2			
Lane LOS	A				A			B	B			
Approach Delay (s)	0.4				0.3			12.1	14.2			
Approach LOS								B	B			
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			26.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	38	2	0	19	5	8	1	2	11	1	0
Future Volume (Veh/h)	4	38	2	0	19	5	8	1	2	11	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	4	41	2	0	22	6	11	1	3	15	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	28			43			76	78	42	78	76	25
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			43			76	78	42	78	76	25
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	98	100	100
cM capacity (veh/h)	1585			1566			912	810	1029	905	812	1051
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	28	15	16								
Volume Left	4	0	11	15								
Volume Right	2	6	3	0								
cSH	1585	1566	925	899								
Volume to Capacity	0.00	0.00	0.02	0.02								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.6	0.0	9.0	9.1								
Lane LOS	A		A	A								
Approach Delay (s)	0.6	0.0	9.0	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			15.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	23	14	3	47	8	4	3	3	14	3	7
Future Volume (Veh/h)	1	23	14	3	47	8	4	3	3	14	3	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83	0.75	0.75	0.75
Hourly flow rate (vph)	1	31	19	4	58	10	5	4	4	19	4	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	68			50			124	118	40	120	123	63
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	68			50			124	118	40	120	123	63
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	100	98	99	99
cM capacity (veh/h)	1533			1557			837	769	1031	847	765	1002
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	51	72	13	32								
Volume Left	1	4	5	19								
Volume Right	19	10	4	9								
cSH	1533	1557	863	873								
Volume to Capacity	0.00	0.00	0.02	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.1	0.4	9.2	9.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.1	0.4	9.2	9.3								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			14.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	7	10	10	8	14	7	163	19	20	146	5
Future Volume (vph)	10	7	10	10	8	14	7	163	19	20	146	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87
Hourly flow rate (vph)	13	9	13	13	11	19	9	199	23	23	168	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	43	231	197								
Volume Left (vph)	13	13	9	23								
Volume Right (vph)	13	19	23	6								
Hadj (s)	-0.11	-0.17	-0.02	0.04								
Departure Headway (s)	4.8	4.7	4.3	4.4								
Degree Utilization, x	0.05	0.06	0.28	0.24								
Capacity (veh/h)	676	686	816	792								
Control Delay (s)	8.0	8.0	8.9	8.7								
Approach Delay (s)	8.0	8.0	8.9	8.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.7									
Level of Service			A									
Intersection Capacity Utilization			26.5%		ICU Level of Service							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	23	20	24	18	18	18	189	10	17	180	26
Future Volume (vph)	19	23	20	24	18	18	18	189	10	17	180	26
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.93	0.93	0.93
Hourly flow rate (vph)	25	31	27	32	24	24	22	230	12	18	194	28
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	83	80	264	240								
Volume Left (vph)	25	32	22	18								
Volume Right (vph)	27	24	12	28								
Hadj (s)	-0.10	-0.07	0.02	-0.02								
Departure Headway (s)	5.1	5.2	4.6	4.6								
Degree Utilization, x	0.12	0.11	0.34	0.31								
Capacity (veh/h)	629	623	743	739								
Control Delay (s)	8.8	8.8	10.0	9.7								
Approach Delay (s)	8.8	8.8	10.0	9.7								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			9.6									
Level of Service			A									
Intersection Capacity Utilization			27.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	37	3	19	21	15	2	21	16	20	12	2
Future Volume (Veh/h)	5	37	3	19	21	15	2	21	16	20	12	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75	0.77	0.77	0.77
Hourly flow rate (vph)	6	46	4	25	28	20	3	28	21	26	16	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	48			50			159	158	48	183	150	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	48			50			159	158	48	183	150	38
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	96	98	96	98	100
cM capacity (veh/h)	1559			1557			779	720	1021	728	727	1034
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	56	73	52	45								
Volume Left	6	25	3	26								
Volume Right	4	20	21	3								
cSH	1559	1557	821	742								
Volume to Capacity	0.00	0.02	0.06	0.06								
Queue Length 95th (ft)	0	1	5	5								
Control Delay (s)	0.8	2.6	9.7	10.2								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.8	2.6	9.7	10.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			22.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	26	8	24	57	16	2	9	16	24	17	4
Future Volume (Veh/h)	1	26	8	24	57	16	2	9	16	24	17	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	1	35	11	32	75	21	3	12	21	30	21	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96			46			208	202	40	219	198	86
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96			46			208	202	40	219	198	86
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	98	98	96	97	99
cM capacity (veh/h)	1498			1562			717	679	1031	701	683	973
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	128	36	56								
Volume Left	1	32	3	30								
Volume Right	11	21	21	5								
cSH	1498	1562	852	712								
Volume to Capacity	0.00	0.02	0.04	0.08								
Queue Length 95th (ft)	0	2	3	6								
Control Delay (s)	0.2	2.0	9.4	10.5								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.2	2.0	9.4	10.5								
Approach LOS			A	B								
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			27.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	175	511	333	79	32	244	
Future Volume (Veh/h)	175	511	333	79	32	244	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.82	0.82	0.79	0.79	0.89	0.89	
Hourly flow rate (vph)	213	623	422	100	36	274	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLTL	TWLTL				
Median storage veh		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	422				1210	261	
vC1, stage 1 conf vol					472		
vC2, stage 2 conf vol					738		
vCu, unblocked vol	422				1210	261	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	81				89	63	
cM capacity (veh/h)	1134				318	738	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	213	312	312	281	241	36	274
Volume Left	213	0	0	0	0	36	0
Volume Right	0	0	0	0	100	0	274
cSH	1134	1700	1700	1700	1700	318	738
Volume to Capacity	0.19	0.18	0.18	0.17	0.14	0.11	0.37
Queue Length 95th (ft)	17	0	0	0	0	9	43
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	17.8	12.7
Lane LOS	A					C	B
Approach Delay (s)	2.3			0.0		13.3	
Approach LOS						B	
Intersection Summary							
Average Delay			3.6				
Intersection Capacity Utilization			34.8%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	166	378	505	130	40	203	
Future Volume (Veh/h)	166	378	505	130	40	203	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.89	0.89	0.95	0.95	0.86	0.86	
Hourly flow rate (vph)	187	425	532	137	47	236	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLTL	TWLTL				
Median storage (veh)		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	532				1187	334	
vC1, stage 1 conf vol					600		
vC2, stage 2 conf vol					586		
vCu, unblocked vol	532				1187	334	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	82				86	64	
cM capacity (veh/h)	1032				348	661	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	187	212	212	355	314	47	236
Volume Left	187	0	0	0	0	47	0
Volume Right	0	0	0	0	137	0	236
cSH	1032	1700	1700	1700	1700	348	661
Volume to Capacity	0.18	0.13	0.13	0.21	0.18	0.14	0.36
Queue Length 95th (ft)	17	0	0	0	0	12	40
Control Delay (s)	9.3	0.0	0.0	0.0	0.0	17.0	13.4
Lane LOS	A					C	B
Approach Delay (s)	2.8			0.0		14.0	
Approach LOS						B	
Intersection Summary							
Average Delay			3.6				
Intersection Capacity Utilization			40.6%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	243	220	191	425	22
Future Volume (Veh/h)	18	243	220	191	425	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.84	0.84	0.87	0.87
Hourly flow rate (vph)	21	279	262	227	489	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1252	502	514			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1252	502	514			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	51	75			
cM capacity (veh/h)	143	570	1052			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	300	262	227	514		
Volume Left	21	262	0	0		
Volume Right	279	0	0	25		
cSH	613	1052	1700	1700		
Volume to Capacity	0.49	0.25	0.13	0.30		
Queue Length 95th (ft)	67	25	0	0		
Control Delay (s)	18.4	9.6	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	18.4	5.1		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			49.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	249	203	276	210	33
Future Volume (Veh/h)	47	249	203	276	210	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.90	0.90	0.91	0.91
Hourly flow rate (vph)	58	307	226	307	231	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1008	249	267			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1008	249	267			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	61	83			
cM capacity (veh/h)	220	790	1297			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	365	226	307	267		
Volume Left	58	226	0	0		
Volume Right	307	0	0	36		
cSH	939	1297	1700	1700		
Volume to Capacity	0.39	0.17	0.18	0.16		
Queue Length 95th (ft)	46	16	0	0		
Control Delay (s)	14.8	8.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	14.8	3.5		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			37.6%	ICU Level of Service		A
Analysis Period (min)			15			

DRI 2646 Saben Tatum Rd
Synchro 9 Report

7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy
11/15/2016

HCM Unsignalized Intersection Capacity Analysis 7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	279	163	102	503	35	156	20	53	26	26	46
Future Volume (Veh/h)	22	279	163	102	503	35	156	20	53	26	26	46
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	23	294	172	110	541	38	171	22	58	29	29	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									10			
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	541			294			896	1101	294	1112	1101	270
vC1, stage 1 conf vol							340	340		761	761	
vC2, stage 2 conf vol							556	761		351	340	
vCu, unblocked vol	541			294			896	1101	294	1112	1101	270
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			91			48	93	92	90	91	93
cM capacity (veh/h)	1024			1264			332	330	702	284	335	727
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	23	294	172	110	270	270	38	251	109			
Volume Left	23	0	0	110	0	0	0	171	29			
Volume Right	0	0	172	0	0	0	38	58	51			
cSH	1024	1700	1700	1264	1700	1700	1700	431	422			
Volume to Capacity	0.02	0.17	0.10	0.09	0.16	0.16	0.02	0.58	0.26			
Queue Length 95th (ft)	2	0	0	7	0	0	0	90	25			
Control Delay (s)	8.6	0.0	0.0	8.1	0.0	0.0	0.0	25.5	16.5			
Lane LOS	A			A				D	C			
Approach Delay (s)	0.4			1.3				25.5	16.5			
Approach LOS								D	C			
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	603	18	13	277	33	10	2	16	50	4	20
Future Volume (Veh/h)	22	603	18	13	277	33	10	2	16	50	4	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	28	763	23	15	322	38	13	3	21	67	5	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	322			763			1012	1171	382	810	1190	180
vC1, stage 1 conf vol							819	819		371	371	
vC2, stage 2 conf vol							194	352		439	819	
vCu, unblocked vol	322			763			1012	1171	382	810	1190	180
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			96	99	97	85	99	97
cM capacity (veh/h)	1235			845			312	344	616	442	334	832
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	28	382	382	23	15	215	145	37	99			
Volume Left	28	0	0	0	15	0	0	13	67			
Volume Right	0	0	0	23	0	0	38	21	27			
cSH	1235	1700	1700	1700	845	1700	1700	438	498			
Volume to Capacity	0.02	0.22	0.22	0.01	0.02	0.13	0.09	0.08	0.20			
Queue Length 95th (ft)	2	0	0	0	1	0	0	7	18			
Control Delay (s)	8.0	0.0	0.0	0.0	9.3	0.0	0.0	14.0	14.0			
Lane LOS	A				A			B	B			
Approach Delay (s)	0.3				0.4			14.0	14.0			
Approach LOS								B	B			
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			32.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	348	5	20	673	45	18	10	17	38	3	23
Future Volume (Veh/h)	18	348	5	20	673	45	18	10	17	38	3	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.83	0.83	0.83	0.81	0.81	0.81
Hourly flow rate (vph)	19	374	5	22	748	50	22	12	20	47	4	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	748			374			832	1204	187	1048	1229	399
vC1, stage 1 conf vol							412	412		817	817	
vC2, stage 2 conf vol							420	792		231	412	
vCu, unblocked vol	748			374			832	1204	187	1048	1229	399
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			95	96	98	85	99	95
cM capacity (veh/h)	856			1181			432	337	823	311	339	601
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	19	187	187	5	22	499	299	54	79			
Volume Left	19	0	0	0	22	0	0	22	47			
Volume Right	0	0	0	5	0	0	50	20	28			
cSH	856	1700	1700	1700	1181	1700	1700	487	377			
Volume to Capacity	0.02	0.11	0.11	0.00	0.02	0.29	0.18	0.11	0.21			
Queue Length 95th (ft)	2	0	0	0	1	0	0	9	19			
Control Delay (s)	9.3	0.0	0.0	0.0	8.1	0.0	0.0	13.3	17.1			
Lane LOS	A				A			B	C			
Approach Delay (s)	0.4				0.2			13.3	17.1			
Approach LOS								B	C			
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			32.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	40	2	0	20	5	8	1	2	12	1	0
Future Volume (Veh/h)	4	40	2	0	20	5	8	1	2	12	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	4	43	2	0	23	6	11	1	3	16	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29			45			78	81	44	82	79	26
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29			45			78	81	44	82	79	26
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	98	100	100
cM capacity (veh/h)	1584			1563			908	807	1026	901	809	1050
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	49	29	15	17								
Volume Left	4	0	11	16								
Volume Right	2	6	3	0								
cSH	1584	1563	921	895								
Volume to Capacity	0.00	0.00	0.02	0.02								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.6	0.0	9.0	9.1								
Lane LOS	A		A	A								
Approach Delay (s)	0.6	0.0	9.0	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			15.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	24	15	3	49	8	4	3	3	15	3	7
Future Volume (Veh/h)	1	24	15	3	49	8	4	3	3	15	3	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83	0.75	0.75	0.75
Hourly flow rate (vph)	1	32	20	4	60	10	5	4	4	20	4	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	70			52			128	122	42	123	127	65
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	70			52			128	122	42	123	127	65
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	100	98	99	99
cM capacity (veh/h)	1531			1554			832	766	1029	843	761	999
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	53	74	13	33								
Volume Left	1	4	5	20								
Volume Right	20	10	4	9								
cSH	1531	1554	860	869								
Volume to Capacity	0.00	0.00	0.02	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.1	0.4	9.3	9.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.1	0.4	9.3	9.3								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			14.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	7	10	10	8	15	7	170	20	21	153	5
Future Volume (vph)	10	7	10	10	8	15	7	170	20	21	153	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87
Hourly flow rate (vph)	13	9	13	13	11	20	9	207	24	24	176	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	44	240	206								
Volume Left (vph)	13	13	9	24								
Volume Right (vph)	13	20	24	6								
Hadj (s)	-0.11	-0.18	-0.02	0.04								
Departure Headway (s)	4.8	4.8	4.3	4.4								
Degree Utilization, x	0.05	0.06	0.29	0.25								
Capacity (veh/h)	668	679	812	789								
Control Delay (s)	8.1	8.1	9.0	8.9								
Approach Delay (s)	8.1	8.1	9.0	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.8									
Level of Service			A									
Intersection Capacity Utilization			27.4%		ICU Level of Service							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	24	21	25	19	19	19	198	10	18	188	27
Future Volume (vph)	20	24	21	25	19	19	19	198	10	18	188	27
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.93	0.93	0.93
Hourly flow rate (vph)	27	32	28	33	25	25	23	241	12	19	202	29
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	87	83	276	250								
Volume Left (vph)	27	33	23	19								
Volume Right (vph)	28	25	12	29								
Hadj (s)	-0.10	-0.07	0.02	-0.02								
Departure Headway (s)	5.2	5.2	4.7	4.7								
Degree Utilization, x	0.13	0.12	0.36	0.32								
Capacity (veh/h)	618	613	736	732								
Control Delay (s)	8.9	8.9	10.3	9.9								
Approach Delay (s)	8.9	8.9	10.3	9.9								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			9.8									
Level of Service			A									
Intersection Capacity Utilization			28.0%		ICU Level of Service							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	39	3	20	22	16	2	22	17	21	13	2
Future Volume (Veh/h)	5	39	3	20	22	16	2	22	17	21	13	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75	0.77	0.77	0.77
Hourly flow rate (vph)	6	49	4	26	29	21	3	29	23	27	17	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	50			53			166	165	51	192	156	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			53			166	165	51	192	156	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	96	98	96	98	100
cM capacity (veh/h)	1557			1553			769	713	1017	716	720	1032
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	59	76	55	47								
Volume Left	6	26	3	27								
Volume Right	4	21	23	3								
cSH	1557	1553	818	732								
Volume to Capacity	0.00	0.02	0.07	0.06								
Queue Length 95th (ft)	0	1	5	5								
Control Delay (s)	0.8	2.6	9.7	10.3								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.8	2.6	9.7	10.3								
Approach LOS			A	B								
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			22.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	27	8	25	60	17	2	9	17	25	18	4
Future Volume (Veh/h)	1	27	8	25	60	17	2	9	17	25	18	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	1	36	11	33	79	22	3	12	23	31	23	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	101			47			216	210	42	228	205	90
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			47			216	210	42	228	205	90
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	98	98	96	97	99
cM capacity (veh/h)	1491			1560			706	672	1029	689	676	968
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	134	38	59								
Volume Left	1	33	3	31								
Volume Right	11	22	23	5								
cSH	1491	1560	855	701								
Volume to Capacity	0.00	0.02	0.04	0.08								
Queue Length 95th (ft)	0	2	3	7								
Control Delay (s)	0.2	1.9	9.4	10.6								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.2	1.9	9.4	10.6								
Approach LOS			A	B								
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			28.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	241	555	393	83	33	384	
Future Volume (Veh/h)	241	555	393	83	33	384	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.82	0.82	0.79	0.79	0.89	0.89	
Hourly flow rate (vph)	294	677	497	105	37	431	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLTL	TWLTL				
Median storage veh		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	497				1476	301	
vC1, stage 1 conf vol					550		
vC2, stage 2 conf vol					926		
vCu, unblocked vol	497				1476	301	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	72				84	38	
cM capacity (veh/h)	1063				230	695	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	294	338	338	331	271	37	431
Volume Left	294	0	0	0	0	37	0
Volume Right	0	0	0	0	105	0	431
cSH	1063	1700	1700	1700	1700	230	695
Volume to Capacity	0.28	0.20	0.20	0.19	0.16	0.16	0.62
Queue Length 95th (ft)	28	0	0	0	0	14	108
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	23.6	18.3
Lane LOS	A					C	C
Approach Delay (s)	2.9			0.0		18.7	
Approach LOS						C	
Intersection Summary							
Average Delay			5.7				
Intersection Capacity Utilization			44.0%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	314	447	552	136	42	276	
Future Volume (Veh/h)	314	447	552	136	42	276	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.89	0.89	0.95	0.95	0.86	0.86	
Hourly flow rate (vph)	353	502	581	143	49	321	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLTL	TWLTL				
Median storage veh		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	581				1610	362	
vC1, stage 1 conf vol					652		
vC2, stage 2 conf vol					957		
vCu, unblocked vol	581				1610	362	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	64				75	49	
cM capacity (veh/h)	989				196	635	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	353	251	251	387	337	49	321
Volume Left	353	0	0	0	0	49	0
Volume Right	0	0	0	0	143	0	321
cSH	989	1700	1700	1700	1700	196	635
Volume to Capacity	0.36	0.15	0.15	0.23	0.20	0.25	0.51
Queue Length 95th (ft)	41	0	0	0	0	24	72
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	29.4	16.3
Lane LOS	B					D	C
Approach Delay (s)	4.4			0.0		18.1	
Approach LOS						C	
Intersection Summary							
Average Delay			5.4				
Intersection Capacity Utilization			50.3%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	312	359	200	444	23
Future Volume (Veh/h)	19	312	359	200	444	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.84	0.84	0.87	0.87
Hourly flow rate (vph)	22	359	427	238	510	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1615	523	536			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1615	523	536			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	35	59			
cM capacity (veh/h)	67	554	1032			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	381	427	238	536		
Volume Left	22	427	0	0		
Volume Right	359	0	0	26		
cSH	588	1032	1700	1700		
Volume to Capacity	0.65	0.41	0.14	0.32		
Queue Length 95th (ft)	117	52	0	0		
Control Delay (s)	26.2	10.9	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	26.2	7.0		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization			58.0%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	403	276	289	220	35
Future Volume (Veh/h)	49	403	276	289	220	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.90	0.90	0.91	0.91
Hourly flow rate (vph)	60	498	307	321	242	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1196	261	280			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1196	261	280			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	36	76			
cM capacity (veh/h)	156	778	1283			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	558	307	321	280		
Volume Left	60	307	0	0		
Volume Right	498	0	0	38		
cSH	871	1283	1700	1700		
Volume to Capacity	0.64	0.24	0.19	0.16		
Queue Length 95th (ft)	119	23	0	0		
Control Delay (s)	20.1	8.7	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	20.1	4.2		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			9.5			
Intersection Capacity Utilization			45.3%	ICU Level of Service		A
Analysis Period (min)			15			

DRI 2646 Saben Tatum Rd
Synchro 9 Report

7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy
11/15/2016

HCM Unsignalized Intersection Capacity Analysis 7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	330	170	137	613	37	163	21	68	27	27	48
Future Volume (Veh/h)	23	330	170	137	613	37	163	21	68	27	27	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	24	347	179	147	659	40	179	23	75	30	30	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									10			
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	659			347			1086	1348	347	1360	1348	330
vC1, stage 1 conf vol							395	395		953	953	
vC2, stage 2 conf vol							692	953		406	395	
vCu, unblocked vol	659			347			1086	1348	347	1360	1348	330
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			88			29	91	88	86	89	92
cM capacity (veh/h)	925			1209			252	255	649	207	262	666
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	24	347	179	147	330	330	40	277	113			
Volume Left	24	0	0	147	0	0	0	179	30			
Volume Right	0	0	179	0	0	0	40	75	53			
cSH	925	1700	1700	1209	1700	1700	1700	346	334			
Volume to Capacity	0.03	0.20	0.11	0.12	0.19	0.19	0.02	0.80	0.34			
Queue Length 95th (ft)	2	0	0	10	0	0	0	169	36			
Control Delay (s)	9.0	0.0	0.0	8.4	0.0	0.0	0.0	46.2	21.2			
Lane LOS	A			A				E	C			
Approach Delay (s)	0.4			1.5				46.2	21.2			
Approach LOS								E	C			
Intersection Summary												
Average Delay			9.3									
Intersection Capacity Utilization			51.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	603	56	114	277	33	28	7	61	50	15	20
Future Volume (Veh/h)	22	603	56	114	277	33	28	7	61	50	15	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	28	763	71	133	322	38	37	9	81	67	20	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	322			763			1256	1407	382	1049	1426	180
vC1, stage 1 conf vol							819	819		607	607	
vC2, stage 2 conf vol							437	588		442	819	
vCu, unblocked vol	322			763			1256	1407	382	1049	1426	180
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			84			86	97	87	76	91	97
cM capacity (veh/h)	1235			845			268	287	616	274	223	832
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	28	382	382	71	133	215	145	127	114			
Volume Left	28	0	0	0	133	0	0	37	67			
Volume Right	0	0	0	71	0	0	38	81	27			
cSH	1235	1700	1700	1700	845	1700	1700	422	311			
Volume to Capacity	0.02	0.22	0.22	0.04	0.16	0.13	0.09	0.30	0.37			
Queue Length 95th (ft)	2	0	0	0	14	0	0	31	41			
Control Delay (s)	8.0	0.0	0.0	0.0	10.1	0.0	0.0	17.2	23.1			
Lane LOS	A				B			C	C			
Approach Delay (s)	0.3				2.7			17.2	23.1			
Approach LOS								C	C			
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			42.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: Tatum Rd/Wilkerson Mill Rd & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd

Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	18	348	22	71	673	45	55	19	132	38	7	23
Future Volume (Veh/h)	18	348	22	71	673	45	55	19	132	38	7	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.83	0.83	0.83	0.81	0.81	0.81
Hourly flow rate (vph)	19	374	24	79	748	50	66	23	159	47	9	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	748			374			948	1318	187	1168	1343	399
vC1, stage 1 conf vol							412	412		931	931	
vC2, stage 2 conf vol							536	906		236	412	
vCu, unblocked vol	748			374			948	1318	187	1168	1343	399
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			93			82	92	81	81	97	95
cM capacity (veh/h)	856			1181			362	287	823	243	287	601
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	19	187	187	24	79	499	299	248	84			
Volume Left	19	0	0	0	79	0	0	66	47			
Volume Right	0	0	0	24	0	0	50	159	28			
cSH	856	1700	1700	1700	1181	1700	1700	545	310			
Volume to Capacity	0.02	0.11	0.11	0.01	0.07	0.29	0.18	0.46	0.27			
Queue Length 95th (ft)	2	0	0	0	5	0	0	59	27			
Control Delay (s)	9.3	0.0	0.0	0.0	8.3	0.0	0.0	17.0	20.9			
Lane LOS	A				A			C	C			
Approach Delay (s)	0.4				0.7			17.0	20.9			
Approach LOS								C	C			
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			46.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	40	2	0	20	48	8	1	2	31	1	40
Future Volume (Veh/h)	90	40	2	0	20	48	8	1	2	31	1	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	98	43	2	0	23	56	11	1	3	41	1	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	79			45			344	319	44	294	292	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	79			45			344	319	44	294	292	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			98	100	100	93	100	95
cM capacity (veh/h)	1519			1563			549	559	1026	623	579	1017
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	143	79	15	95								
Volume Left	98	0	11	41								
Volume Right	2	56	3	53								
cSH	1519	1563	606	794								
Volume to Capacity	0.06	0.00	0.02	0.12								
Queue Length 95th (ft)	5	0	2	10								
Control Delay (s)	5.3	0.0	11.1	10.2								
Lane LOS	A		B	B								
Approach Delay (s)	5.3	0.0	11.1	10.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis2: Tatum Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	24	15	3	49	25	4	3	3	53	3	84
Future Volume (Veh/h)	35	24	15	3	49	25	4	3	3	53	3	84
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.83	0.83	0.83	0.75	0.75	0.75
Hourly flow rate (vph)	47	32	20	4	60	31	5	4	4	71	4	112
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	91			52			334	235	42	226	230	76
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	91			52			334	235	42	226	230	76
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			99	99	100	90	99	89
cM capacity (veh/h)	1504			1554			533	643	1029	705	648	986
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	99	95	13	187								
Volume Left	47	4	5	71								
Volume Right	20	31	4	112								
cSH	1504	1554	667	848								
Volume to Capacity	0.03	0.00	0.02	0.22								
Queue Length 95th (ft)	2	0	1	21								
Control Delay (s)	3.7	0.3	10.5	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	3.7	0.3	10.5	10.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utilization			27.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	18	10	34	13	25	7	170	74	43	153	5
Future Volume (vph)	10	18	10	34	13	25	7	170	74	43	153	5
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87
Hourly flow rate (vph)	13	24	13	45	17	33	9	207	90	49	176	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	50	95	306	231								
Volume Left (vph)	13	45	9	49								
Volume Right (vph)	13	33	90	6								
Hadj (s)	-0.07	-0.08	-0.14	0.06								
Departure Headway (s)	5.2	5.1	4.4	4.7								
Degree Utilization, x	0.07	0.14	0.38	0.30								
Capacity (veh/h)	608	627	782	730								
Control Delay (s)	8.6	8.9	10.1	9.7								
Approach Delay (s)	8.6	8.9	10.1	9.7								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			9.7									
Level of Service			A									
Intersection Capacity Utilization			41.8%		ICU Level of Service							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: Phipps Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	28	21	72	28	38	19	198	31	27	188	27
Future Volume (vph)	20	28	21	72	28	38	19	198	31	27	188	27
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.93	0.93	0.93
Hourly flow rate (vph)	27	37	28	96	37	51	23	241	38	29	202	29
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	92	184	302	260								
Volume Left (vph)	27	96	23	29								
Volume Right (vph)	28	51	38	29								
Hadj (s)	-0.09	-0.03	-0.03	-0.01								
Departure Headway (s)	5.6	5.5	5.1	5.1								
Degree Utilization, x	0.14	0.28	0.42	0.37								
Capacity (veh/h)	559	594	676	660								
Control Delay (s)	9.5	10.6	11.7	11.1								
Approach Delay (s)	9.5	10.6	11.7	11.1								
Approach LOS	A	B	B	B								
Intersection Summary												
Delay			11.0									
Level of Service			B									
Intersection Capacity Utilization			39.4%		ICU Level of Service							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	54	8	20	54	16	13	22	17	21	13	2
Future Volume (Veh/h)	5	54	8	20	54	16	13	22	17	21	13	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75	0.77	0.77	0.77
Hourly flow rate (vph)	6	68	10	26	71	21	17	29	23	27	17	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	92			78			230	229	73	256	224	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			78			230	229	73	256	224	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	96	98	96	97	100
cM capacity (veh/h)	1503			1520			697	657	989	647	661	978
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	118	69	47								
Volume Left	6	26	17	27								
Volume Right	10	21	23	3								
cSH	1503	1520	752	667								
Volume to Capacity	0.00	0.02	0.09	0.07								
Queue Length 95th (ft)	0	1	8	6								
Control Delay (s)	0.6	1.7	10.3	10.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.6	1.7	10.3	10.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			20.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis4: Gullatt Rd & Johnson Rd

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	55	17	25	74	17	6	9	17	25	18	4
Future Volume (Veh/h)	1	55	17	25	74	17	6	9	17	25	18	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	1	73	23	33	97	22	8	12	23	31	23	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	119			96			277	272	84	290	272	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	119			96			277	272	84	290	272	108
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	98	98	95	96	99
cM capacity (veh/h)	1469			1498			642	621	975	627	620	946
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	97	152	43	59								
Volume Left	1	33	8	31								
Volume Right	23	22	23	5								
cSH	1469	1498	776	642								
Volume to Capacity	0.00	0.02	0.06	0.09								
Queue Length 95th (ft)	0	2	4	8								
Control Delay (s)	0.1	1.8	9.9	11.2								
Lane LOS	A	A	A	B								
Approach Delay (s)	0.1	1.8	9.9	11.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			25.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	276	566	418	83	33	460	
Future Volume (Veh/h)	276	566	418	83	33	460	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.82	0.82	0.79	0.79	0.89	0.89	
Hourly flow rate (vph)	337	690	529	105	37	517	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLTL	TWLTL				
Median storage veh		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	529				1600	317	
vC1, stage 1 conf vol					582		
vC2, stage 2 conf vol					1019		
vCu, unblocked vol	529				1600	317	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	67				81	24	
cM capacity (veh/h)	1034				194	679	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	337	345	345	353	281	37	517
Volume Left	337	0	0	0	0	37	0
Volume Right	0	0	0	0	105	0	517
cSH	1034	1700	1700	1700	1700	194	679
Volume to Capacity	0.33	0.20	0.20	0.21	0.17	0.19	0.76
Queue Length 95th (ft)	36	0	0	0	0	17	177
Control Delay (s)	10.2	0.0	0.0	0.0	0.0	27.9	25.2
Lane LOS	B					D	D
Approach Delay (s)	3.3			0.0		25.4	
Approach LOS						D	
Intersection Summary							
Average Delay			7.9				
Intersection Capacity Utilization			49.4%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 5: US29 SR14 Roosevelt Hwy & SR 74 Fairburn Ind Pkwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		 	 				
Traffic Volume (veh/h)	404	470	563	136	42	318	
Future Volume (Veh/h)	404	470	563	136	42	318	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.89	0.89	0.95	0.95	0.86	0.86	
Hourly flow rate (vph)	454	528	593	143	49	370	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		TWLT	TWLT				
Median storage (veh)		2	2				
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	593				1836	368	
vC1, stage 1 conf vol					664		
vC2, stage 2 conf vol					1172		
vCu, unblocked vol	593				1836	368	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	54				62	41	
cM capacity (veh/h)	979				130	629	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	454	264	264	395	341	49	370
Volume Left	454	0	0	0	0	49	0
Volume Right	0	0	0	0	143	0	370
cSH	979	1700	1700	1700	1700	130	629
Volume to Capacity	0.46	0.16	0.16	0.23	0.20	0.38	0.59
Queue Length 95th (ft)	62	0	0	0	0	39	96
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	48.4	18.6
Lane LOS	B					E	C
Approach Delay (s)	5.5			0.0		22.1	
Approach LOS						C	
Intersection Summary							
Average Delay			6.8				
Intersection Capacity Utilization			55.6%		ICU Level of Service		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	347	435	200	444	23
Future Volume (Veh/h)	19	347	435	200	444	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.84	0.84	0.87	0.87
Hourly flow rate (vph)	22	399	518	238	510	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1797	523	536			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1797	523	536			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	50	28	50			
cM capacity (veh/h)	44	554	1032			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	421	518	238	536		
Volume Left	22	518	0	0		
Volume Right	399	0	0	26		
cSH	584	1032	1700	1700		
Volume to Capacity	0.72	0.50	0.14	0.32		
Queue Length 95th (ft)	149	72	0	0		
Control Delay (s)	33.0	12.0	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	33.0	8.2		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			11.7			
Intersection Capacity Utilization			62.2%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 6: SR 74 Fairburn Ind Pkwy & Ramp to US 29 SR 14

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	494	318	289	220	35
Future Volume (Veh/h)	49	494	318	289	220	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.90	0.90	0.91	0.91
Hourly flow rate (vph)	60	610	353	321	242	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1288	261	280			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1288	261	280			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	22	72			
cM capacity (veh/h)	131	778	1283			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	670	353	321	280		
Volume Left	60	353	0	0		
Volume Right	610	0	0	38		
cSH	854	1283	1700	1700		
Volume to Capacity	0.78	0.28	0.19	0.16		
Queue Length 95th (ft)	202	28	0	0		
Control Delay (s)	26.9	8.9	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	26.9	4.6		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			13.0			
Intersection Capacity Utilization			51.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	527	89	68	287	8	139	3	123	18	12	9
Future Volume (Veh/h)	6	527	89	68	287	8	139	3	123	18	12	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.82	0.82	0.82	0.90	0.90	0.90	0.75	0.75	0.75
Hourly flow rate (vph)	8	659	111	83	350	10	154	3	137	24	16	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									10			
Median type		TWLTL			TWLTL							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	350			659			1036	1191	659	1192	1191	175
vC1, stage 1 conf vol							675	675		516	516	
vC2, stage 2 conf vol							361	516		676	675	
vCu, unblocked vol	350			659			1036	1191	659	1192	1191	175
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			56	99	66	86	95	99
cM capacity (veh/h)	1206			925			349	355	406	175	319	838
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	8	659	111	83	175	175	10	294	52			
Volume Left	8	0	0	83	0	0	0	154	24			
Volume Right	0	0	111	0	0	0	10	137	12			
cSH	1206	1700	1700	925	1700	1700	1700	654	258			
Volume to Capacity	0.01	0.39	0.07	0.09	0.10	0.10	0.01	0.45	0.20			
Queue Length 95th (ft)	1	0	0	7	0	0	0	58	18			
Control Delay (s)	8.0	0.0	0.0	9.3	0.0	0.0	0.0	21.1	22.4			
Lane LOS	A			A				C	C			
Approach Delay (s)	0.1			1.7				21.1	22.4			
Approach LOS								C	C			
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			56.0%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 7: Phipps Rd/Driveway & US29 SR14 Roosevelt Hwy

DRI 2646 Saben Tatum Rd
Synchro 9 Report

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	343	170	146	641	37	163	21	72	27	27	48
Future Volume (Veh/h)	23	343	170	146	641	37	163	21	72	27	27	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	24	361	179	157	689	40	179	23	79	30	30	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									10			
Median type		TWLT			TWLT							
Median storage (veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	689			361			1136	1412	361	1424	1412	344
vC1, stage 1 conf vol							409	409		1003	1003	
vC2, stage 2 conf vol							726	1003		420	409	
vCu, unblocked vol	689			361			1136	1412	361	1424	1412	344
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			87			23	90	88	84	88	92
cM capacity (veh/h)	901			1194			234	238	636	190	246	651
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	24	361	179	157	344	344	40	281	113			
Volume Left	24	0	0	157	0	0	0	179	30			
Volume Right	0	0	179	0	0	0	40	79	53			
cSH	901	1700	1700	1194	1700	1700	1700	326	313			
Volume to Capacity	0.03	0.21	0.11	0.13	0.20	0.20	0.02	0.86	0.36			
Queue Length 95th (ft)	2	0	0	11	0	0	0	196	40			
Control Delay (s)	9.1	0.0	0.0	8.5	0.0	0.0	0.0	55.4	22.9			
Lane LOS	A			A				F	C			
Approach Delay (s)	0.4			1.5				55.4	22.9			
Approach LOS								F	C			
Intersection Summary												
Average Delay			10.7									
Intersection Capacity Utilization			52.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis8: Tatum Rd & Site Dri

DRI 2646 Saben Tatum Rd
Synchro 9 Report

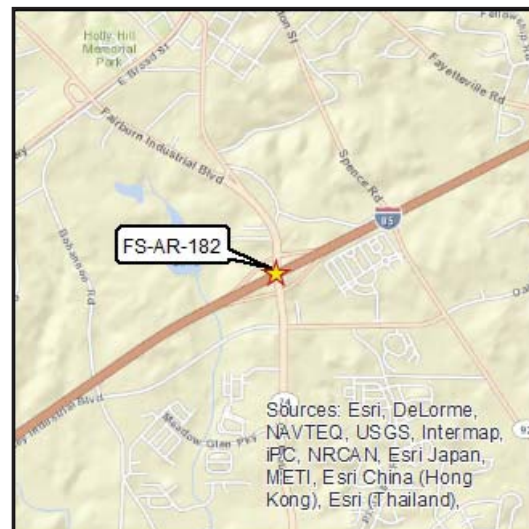
						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	68	28	130	150	13
Future Volume (Veh/h)	58	68	28	130	150	13
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	74	30	141	163	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	440	100			171	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	100			171	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	92			88	
cM capacity (veh/h)	508	955			1406	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	137	171	177			
Volume Left	63	0	163			
Volume Right	74	141	0			
cSH	679	1700	1406			
Volume to Capacity	0.20	0.10	0.12			
Queue Length 95th (ft)	19	0	10			
Control Delay (s)	11.6	0.0	7.3			
Lane LOS	B		A			
Approach Delay (s)	11.6	0.0	7.3			
Approach LOS	B					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			35.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis8: Tatum Rd & Site Dri

DRI 2646 Saben Tatum Rd
Synchro 9 Report

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	161	45	51	72	25
Future Volume (Veh/h)	113	161	45	51	72	25
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	175	49	55	78	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	76			104	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	76			104	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	82			95	
cM capacity (veh/h)	691	985			1488	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	298	104	105			
Volume Left	123	0	78			
Volume Right	175	55	0			
cSH	838	1700	1488			
Volume to Capacity	0.36	0.06	0.05			
Queue Length 95th (ft)	40	0	4			
Control Delay (s)	11.7	0.0	5.7			
Lane LOS	B		A			
Approach Delay (s)	11.7	0.0	5.7			
Approach LOS	B					
Intersection Summary						
Average Delay			8.0			
Intersection Capacity Utilization			34.8%	ICU Level of Service		A
Analysis Period (min)			15			

Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	CSNHS-0007-00(841)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis



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Existing Thru Lane	Var	LCI	☐
Planned Thru Lane	Var	Flex	☐

Network Year

Corridor Length miles

Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,263,377	\$1,010,702	\$252,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	\$681,600	\$0,000	\$0,000	\$170,400
ROW	National Highway Performance Program (NHPP)		2017	\$13,163,141	\$10,530,513	\$2,632,628	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2020	\$672,367	\$537,894	\$134,473	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2020	\$22,898,076	\$18,318,461	\$4,579,615	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$8,750,000	\$7,000,000	\$1,750,000	\$0,000	\$0,000
				\$47,648,961	\$38,119,170	\$9,359,391	\$0,000	\$170,400

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Short Title

SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL -
PHASE I FROM COCHRAN MILL PARK TO PHILLIPS
ROAD

GDOT Project No.

0009643

Federal ID No.

STP00-0002-00(308)

Status

Programmed

Service Type

Last Mile Connectivity / Sidepaths and Trails

Sponsor

Chattahoochee Hills

Jurisdiction

Fulton County (South)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

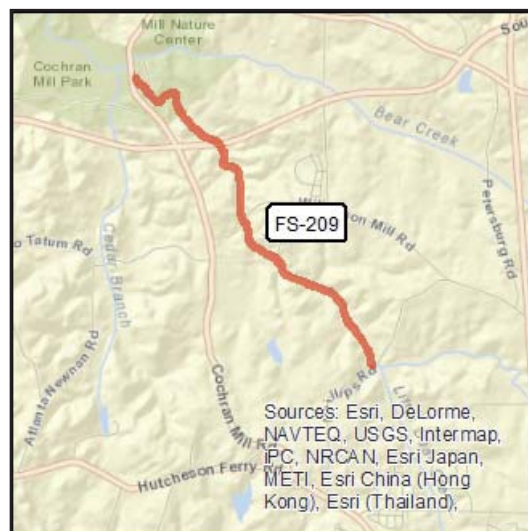
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Network Year

TBD

Corridor Length

3.1 miles



Detailed Description and Justification

This project consists of the design of a bicycle/pedestrian trail from Cochran Mill Park following the Little Bear Creek corridor approximately 2.2 miles, then shifting southward towards Phillips Road approximately 0.5 miles, ending at an existing gravel path just north of Phillips Road. The typical section is 10' wide concrete with 4' wide graded shoulders. A bridge will be required to cross a tributary to Little Bear Creek approximately 0.25 miles south of the creek. Funding shown for this line item is supplemental to an existing Transportation Enhancement project.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	Local Jurisdiction/Municipality Funds	AUTH	2017	\$25,000	\$0,000	\$0,000	\$0,000	\$25,000
CST	Federal Earmark Funding		2019	\$562,437	\$449,950	\$0,000	\$0,000	\$112,487
				\$587,437	\$449,950	\$0,000	\$0,000	\$137,487

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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