

TRAFFIC IMPACT STUDY FOR

OAKMONT COBB INTERNATIONAL DRI #3032

DATE:

January 7, 2020

LOCATION:

Cobb International Blvd

City of Kennesaw, Cobb County, Georgia

PREPARED FOR:

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Executive Summary

A new 639,292 square foot warehouse/distribution center will be located east of the Cobb International Blvd and north of Stanley Road in the City of Kennesaw, Cobb County, Georgia. The new development's main entrance will be on Cobb International Blvd providing the only truck access to the site, but allowing personal vehicles access to all parking areas. A second personal vehicles access is planned for Stanley Road, east of Collins Road. The project will be developed in a single phase by 2021. The site is to be rezoned from R-20, Residential to LI, Light Industrial.

When completed, the development is expected to generate 79 AM and 28 PM weekday peak hour (of the adjacent street) new entering vehicular trips with 23 AM and 77 PM new exiting vehicular trips. Daily, the development is expected to generate a total of 1,056 new vehicular trips. Of these vehicles, approximately 206 are expected to be trucks over three axles entering and exiting daily.

The intersection capacity analyses assumed one third of the new personal vehicles' trips will use the Stanley Road access while all other trips will use the Cobb International Blvd access. Approximately 40% of the third of the new personal vehicle trips using the Stanley Rd site access are expected to be to and from the east and south of the site via Stanley Rd to Old 41 Hwy and from Collins Rd while the remaining 60% of the two-thirds of the new personal vehicle trips using the Stanley Rd site access will be from Stilesboro Rd via Stanley Rd and to Stilesboro Rd via Stanley Rd and Collins Rd to and from west of the site. All truck trips and two-thirds of the new personal vehicle trips will use Cobb International Blvd north of the site to/from Cobb Parkway (US 41) and McCollum Pkwy.

The existing lane configurations and existing and planned traffic control at most of the study intersections are adequate for existing, No-Build (background) and Build (with project traffic) traffic volumes; however at the intersection of Cobb International Blvd and Cobb Parkway to provide LOS D in the peak hour, as required by GRTA, the signal timing and phasing needs to be optimized, additional eastbound, westbound and southbound second and third left turn lanes added, an additional westbound right turn lane, and additional three northbound and three southbound through lanes with the required receiving lanes for all added. Combining the northbound and southbound through and right turn lanes may reduce the costs of the improvements on these approaches and changing the westbound shared left and through lane to a dedicated left turn lane would also reduce costs. The new traffic from the development is expected to have little impact on the external roadway network.

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A Introduction

A new 639,292 square foot warehouse/distribution center is planned for an undeveloped site east of the Cobb International Blvd and north of Stanley Road in the City of Kennesaw, Cobb County, Georgia. The new development's main entrance will be on Cobb International Blvd providing the only truck access to the site, but allowing personal vehicles access to all parking areas. A second personal vehicles access is planned for Stanley Road, east of Collins Road. The project will be developed in a single phase by 2021. The site is to be rezoned from R-20, Residential to LI, Light Industrial.

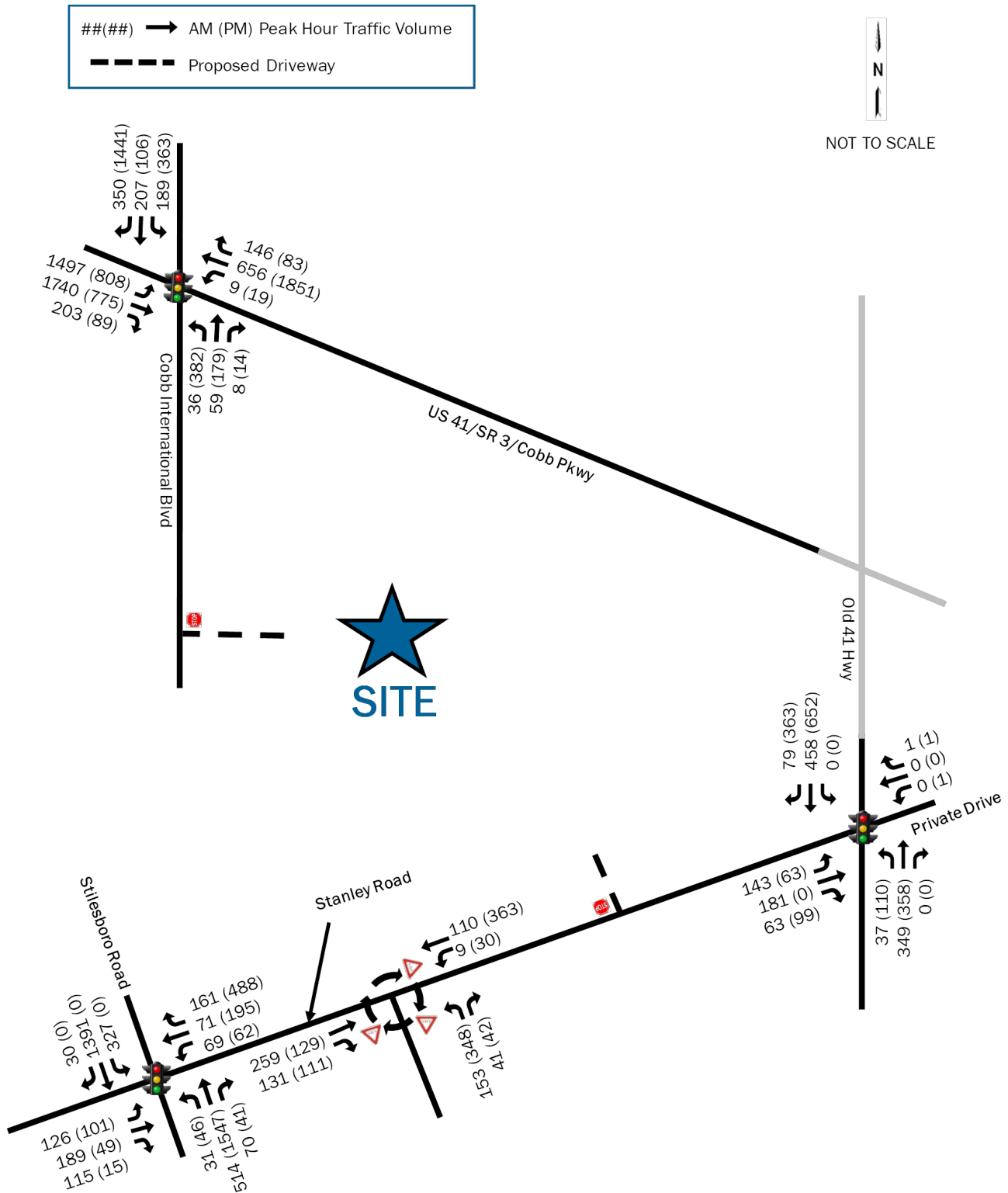
The purpose of this study is to identify the traffic impacts associated with the development – both existing traffic, future background growth traffic, and full future traffic and to assess if any mitigation is needed. The traffic impact study analyzes the levels of service at the development access points. Figure 1 shows the site location. A copy of the site plan is included in the Appendix.

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS), turn lane analysis, and conclusions from the analysis.

Figure 1. Vicinity Map



Figure 2. Existing Traffic Volumes



A. Proposed Development Description

A.1. Phasing

The development is planned to be completed in a single phase by 2021

A.2. Transportation Facilities and LOS Standards

Cobb International Blvd is a four-lane north-south roadway running from Cobb Parkway south to a dead end south of the new site driveway with a 35 MPH posted speed limit. The adjacent land uses are primarily industrial and vacant/agricultural the study area.

Stanley Road is a two-lane east-west roadway with a 35 MPH posted speed limit running from Old 41 Hwy to Stilesboro Road. The adjacent land uses are industrial and residential
LOS D will be considered the minimum standard unless existing conditions are lower.

A.3. Transit

There are no bus routes along near the site.

A.4. Pedestrian and Bicycle Facilities

There are no sidewalks along Cobb International Blvd or Stanley Road adjacent to the site. There are no bicycle facilities adjacent to the site.

A.5. Traffic Volumes

Traffic counts were collected on Thursday, November 14, 2019 while public schools were in session at the following existing adjacent intersections:

1. Cobb International Blvd at Cobb Parkway—signalized
2. Stanley Road at Collins Rd—roundabout
3. Stanley Road at Old 41 Hwy—currently unsignalized/signalized by 2021
4. Stanley Rd at Stilesboro Rd-signalized

Figure 2 shows the study intersection existing peak hour turning movement counts. 24-hour bidirectional vehicular counts were collected on Stanley Road and Cobb International Boulevard adjacent to the site on the same day. There were 4,434 vehicles counted in both directions on Stanley Road and 1,627 vehicles on Cobb International Blvd near the planned new access driveway location. The count worksheets are included in the Appendix.

B. Future Conditions

B.1. Background Data Collection

The existing volumes were increased by 1.5% annually (for a conservative growth estimate) for two (2) years for the No Build (background) traffic volumes as shown in Figure 3.

B.2. Planned/Programmed Improvements

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Kennesaw and Cobb County's programmed projects, and the GA STIP, no projects are programmed or planned to be within the study area. According to the Kennesaw development director, the intersection of Stanley Rd and Old 41 Hwy is being improved with a traffic signal installed this year. The existing lane configurations and existing and planned traffic control at the study intersections were used for the analyses.

B.3. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Project Trip Generation

Land Use (ITE LUC) Density		Total	In	Out
Warehousing (150) 639,292 sf	Daily	1,056	528	528
	AM Peak Hour	102	79	23
	PM Peak Hour	105	28	77
Truck Trips	Daily	410	205	205
	AM Peak Hour	19	15	4
	PM Peak Hour	26	7	19
Personal Vehicles Trips	Daily	646	323	323
	AM Peak Hour	83	64	19
	PM Peak Hour	79	21	58

B.4. Trip Distribution and Assignment

The intersection capacity analyses assumed one third of the new personal vehicles' trips will use the Stanley Road access. The rest of the personal vehicle trips and all the truck trips will use the Cobb International Blvd access. Approximately 40% of the third of the new personal vehicle trips using the Stanley Rd site access are expected to travel to and from the east and south of the site via Stanley Rd to Old 41 Hwy and from Collins Rd. The remaining 60% of the two-thirds of the new personal vehicle trips using the Stanley Rd site access will be from Stilesboro Rd via Stanley Rd and to Stilesboro Rd via Stanley Rd and Collins Rd to and from west of the site. All truck trips and two-thirds of the new personal vehicle trips will use Cobb International Blvd north of the site to/from Cobb Parkway (US 41) and McCollum Pkwy. Figure 4 shows future site traffic. Build traffic volumes are shown in Figure 5.

Figure 3: No Build Traffic Volumes

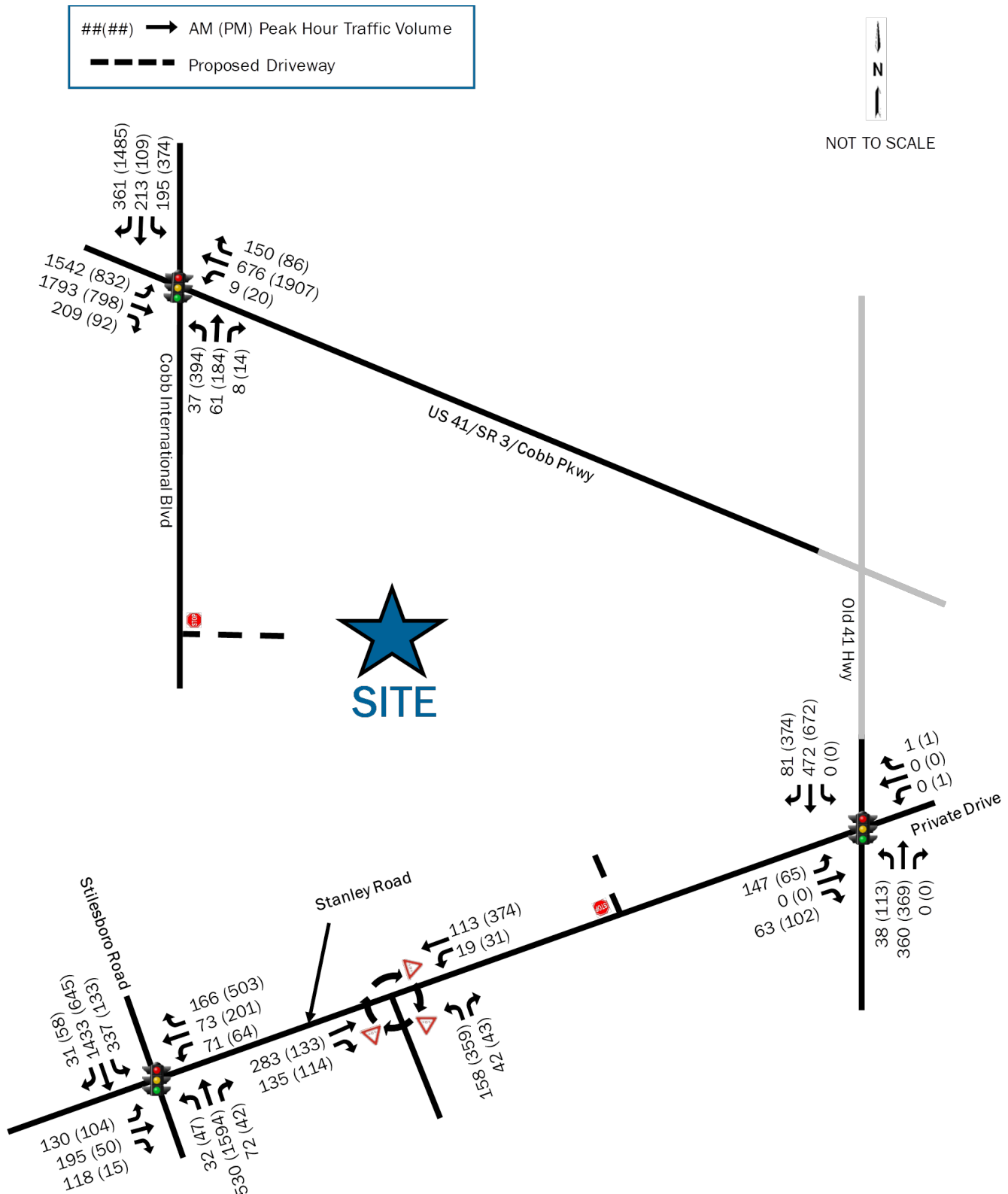


Figure 4: Project Trips

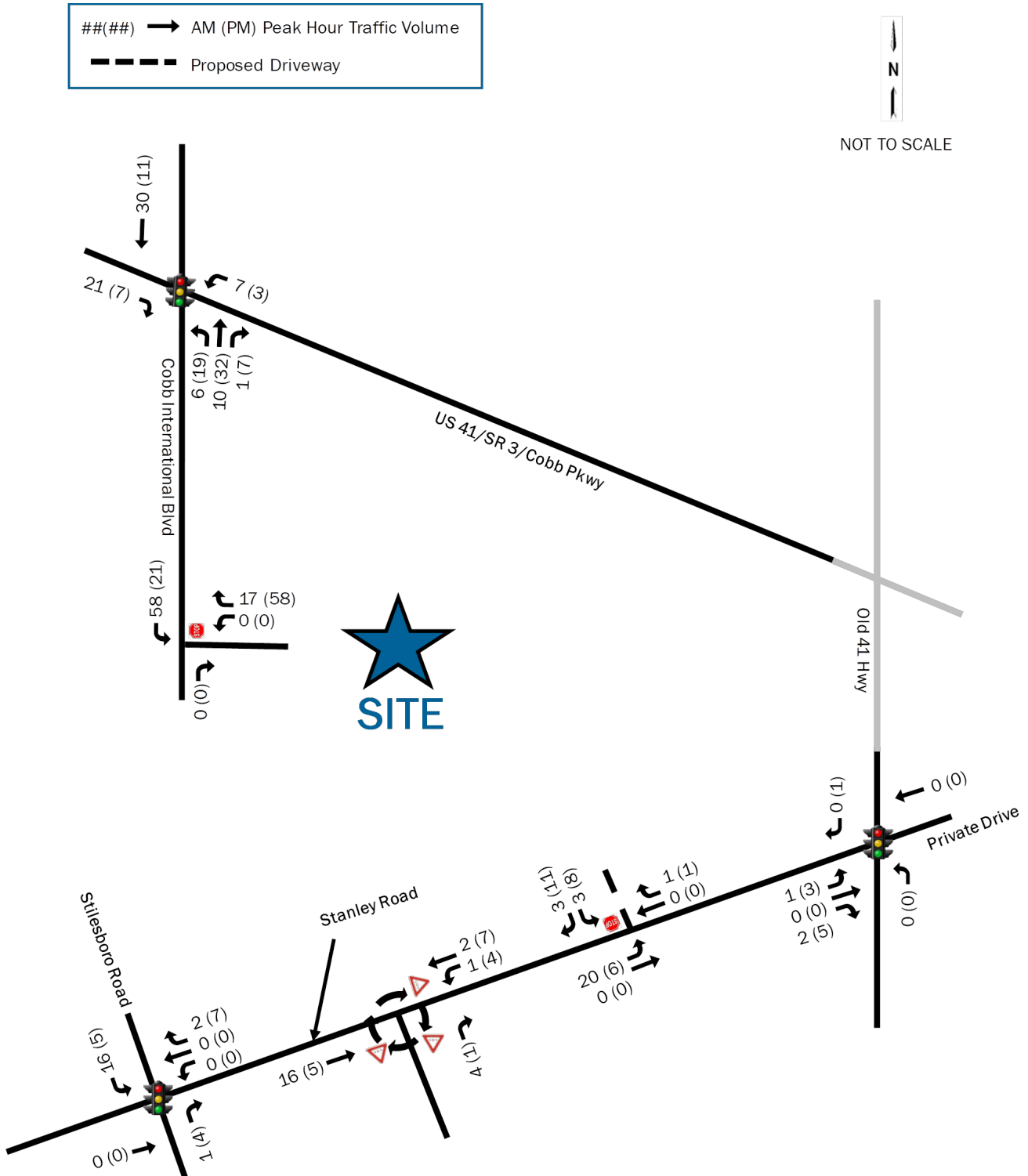
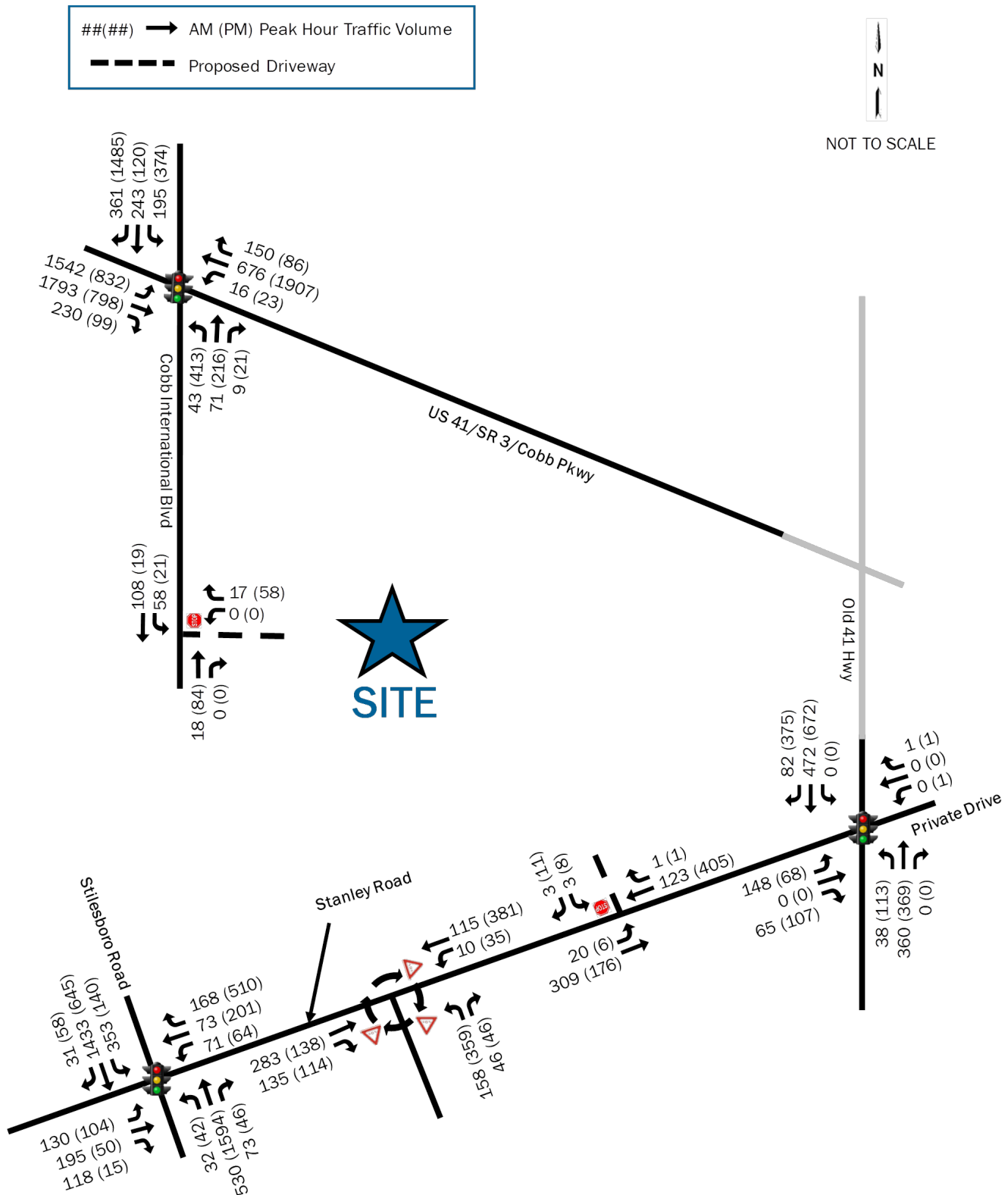


Figure 5: Build Traffic Volumes



C. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Worksheets are included in the Appendix.

C.1. Existing Capacity Analysis

The results of the Existing Traffic Volumes' capacity analysis are shown in Table 2.

Table 2: Existing Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Cobb International Blvd at Cobb Pkwy (US 41)	Signal	Overall	43.3	D	140.9	F
With Improvements	Signal	Overall	29.1	C	47.1	D
Stanley Rd at Stilesboro Rd	Signal	Overall	24.5	C	46.3	D
Stanley Rd at Collins Rd	Roundabout	Overall	5.5	A	6.8	A
Stanley Rd at Old 41 Hwy	Side Street Stop Sign I	EB RT	59.3	F	33.6	D
		NB LT	0.8	A	11.4	B
		SB	0	A	0	A

Most of the study intersections operate adequately except for the intersection of Cobb International Blvd and Cobb Parkway.

To provide a Level of Service (LOS) D in the peak PM hour, as required to be demonstrated by GRTA requirements, at the intersection of Cobb International Blvd and Cobb Parkway the signal timing and phasing needs to be optimized, additional eastbound, westbound and southbound second and third left turn lanes added, an additional westbound right turn lane, and additional three northbound and three southbound through lanes with the required receiving lanes for all added. Combining the northbound and southbound through and right turn lanes may reduce the costs of the improvements on these approaches and changing the westbound shared left and through lane to a dedicated left turn lane would also reduce costs.

C.2. 2021 No-Build Capacity Analysis

The results of the No-Build capacity analysis are shown in Table 3 and include analysis of the volumes presented in Figure 5.

Table 3: 2021 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Cobb International Blvd at Cobb Pkwy (US 41)	Signal	Overall	44.5	D	271.7	F
With Improvements	Signal	Overall	31.1	C	52.4	D
Stanley Rd at Stilesboro Rd	Signal	Overall	24.8	C	50	D
Stanley Rd at Collins Rd	Roundabout	Overall	5.6	A	7.0	A
Stanley Rd at Old 41 Hwy	Signal	Overall	8.1	A	6.4	A

Most of the study intersections are expected to operate adequately with 2021 No Build volumes except as noted for existing conditions, the intersection of Cobb International Blvd and Cobb Parkway.

As noted for existing volumes, to provide a LOS D in the peak PM hour at the intersection of Cobb International Blvd and Cobb Parkway the signal timing and phasing needs to be optimized, additional eastbound, westbound and southbound second and third left turn lanes added, an additional westbound right turn lane, and additional three northbound and three southbound through lanes with the required receiving lanes for all added. Combining the northbound and southbound through and right turn lanes may reduce the costs of the improvements on these approaches and changing the westbound shared left and through lane to a dedicated left turn lane would also reduce costs.

C.3. 2021 Build Conditions Capacity Analysis

The results of the 2021 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes (Figure 6).

Table 4: 2021 Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Cobb International Blvd at Cobb Pkwy (US 41)	Signal	Overall	46.4	D	273.2	F
With Improvements	Signal	Overall	32.3	C	54.7	D
Stanley Rd at Stilesboro Rd	Signal	Overall	23.8	C	51.2	D
Stanley Rd at Collins Rd	Roundabout	Overall	5.8	A	7.2	A
Stanley Rd at Old 41 Hwy	Signal	Overall	8.2	A	6.5	A
Main Site Access at Cobb International Blvd	Side Street Stop Sign	NB	0	A	0	A
		SB LT	7.3	A	7.4	A
		WB	8.4	A	8.8	A
South Site Access (No Trucks) at Stanley Rd	Side Street Stop Sign	SB	10.6	B	12.2	B
		EB	7.5	A	8.2	A
		WB	0	A	0	A

Most of the study intersections are expected to operate adequately with 2021 Build volumes (with project trips), except as noted for existing and no build conditions, the intersection of Cobb International Blvd and Cobb Parkway.

As noted for existing volumes, to provide a LOS D in the peak PM hour at the intersection of Cobb International Blvd and Cobb Parkway the signal timing and phasing needs to be optimized, additional eastbound, westbound and southbound second and third left turn lanes added, an additional westbound right turn lane, and additional three northbound and three southbound through lanes with the required receiving lanes for all added. Combining the northbound and southbound through and right turn lanes may reduce the costs of the improvements on these approaches and changing the westbound shared left and through lane to a dedicated left turn lane would also reduce costs.

D. Recommendations and Conclusions

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The existing lane configurations and planned traffic control at the study intersections are adequate for existing, No-Build (background) and Build (with project traffic) traffic volumes, except at the Cobb Parkway and Cobb International Blvd/McCollum Pkwy.

To provide a Level of Service (LOS) D in the peak PM at the intersection of Cobb International Blvd and Cobb Parkway the signal timing and phasing needs to be optimized, additional eastbound, westbound and southbound second and third left turn lanes added, an additional westbound right turn lane, and additional three northbound and three southbound through lanes with the required receiving lanes for all added. Combining the northbound and southbound through and right turn lanes may reduce the costs of the improvements on these approaches and changing the westbound shared left and through lane to a dedicated left turn lane would also reduce costs.

APPENDIX

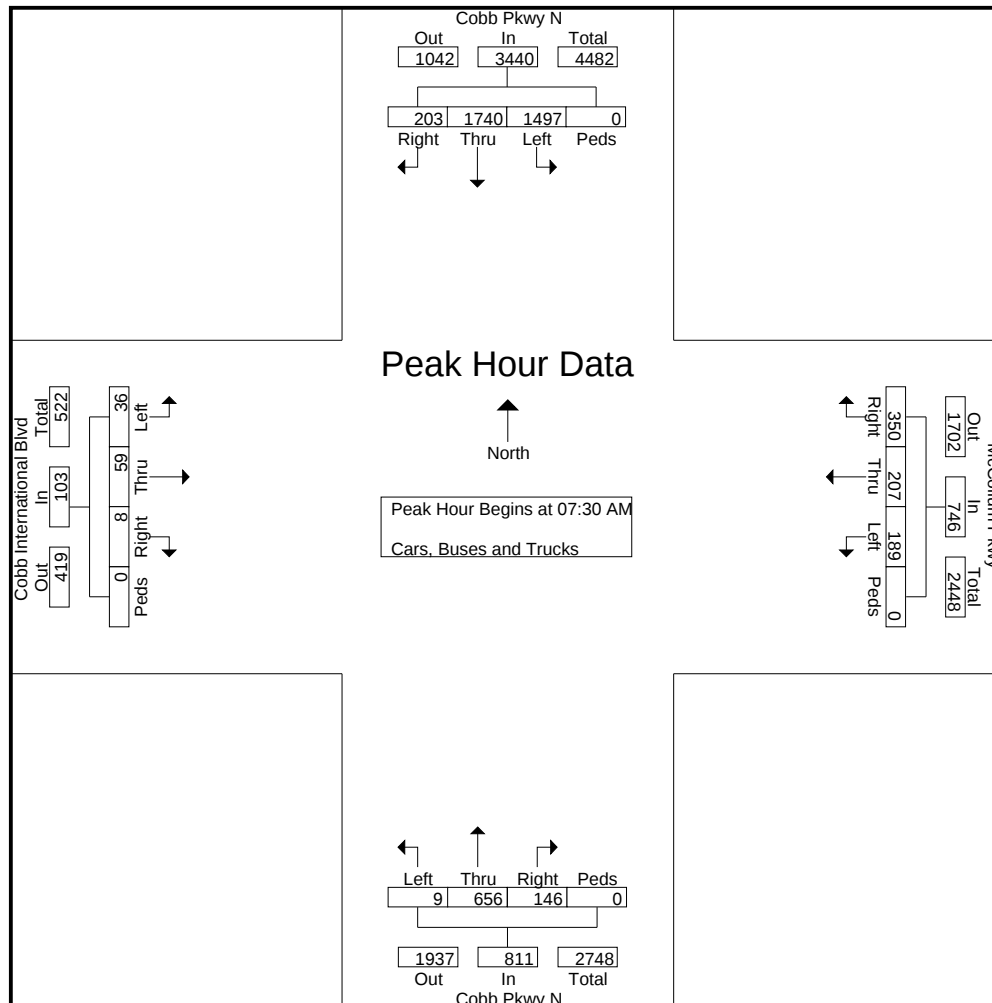
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TMC Data
Cobb Pkwy N @ Cobb International Blvd
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630001
Site Code : 43630001
Start Date : 11/14/2019
Page No : 2

	Cobb Pkwy N Northbound					Cobb Pkwy N Southbound					Cobb International Blvd Eastbound					McCollum Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	162	64	0	228	367	417	38	0	822	15	15	0	0	30	41	49	93	0	183	1263
07:45 AM	2	197	18	0	217	373	396	47	0	816	6	15	0	0	21	49	72	106	0	227	1281
08:00 AM	1	157	39	0	197	384	469	52	0	905	5	12	5	0	22	58	40	70	0	168	1292
08:15 AM	4	140	25	0	169	373	458	66	0	897	10	17	3	0	30	41	46	81	0	168	1264
Total Volume	9	656	146	0	811	1497	1740	203	0	3440	36	59	8	0	103	189	207	350	0	746	5100
% App. Total	1.1	80.9	18	0		43.5	50.6	5.9	0		35	57.3	7.8	0		25.3	27.7	46.9	0		
PHF	.563	.832	.570	.000	.889	.975	.928	.769	.000	.950	.600	.868	.400	.000	.858	.815	.719	.825	.000	.822	.987



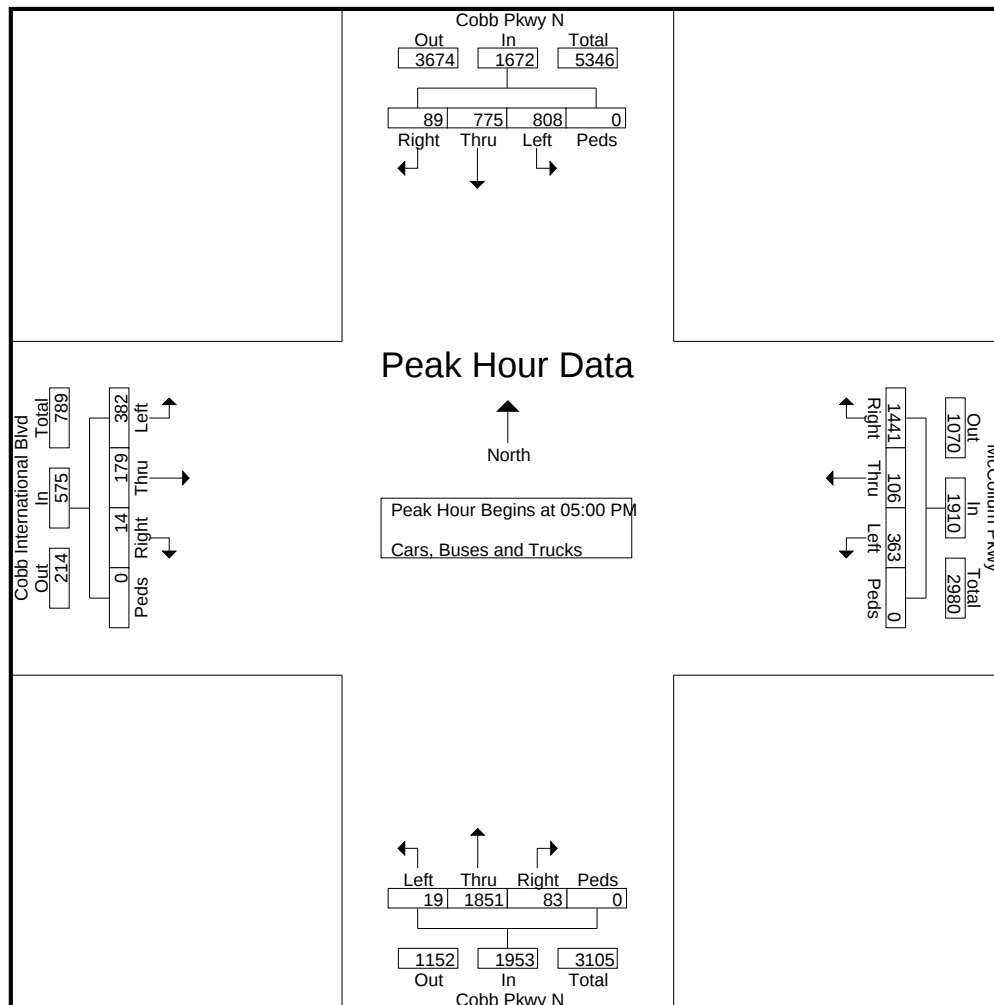
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	481	14	0	499	179	146	12	0	337	94	35	1	0	130	30	32	372	0	434	1400
05:15 PM	3	451	21	0	475	206	193	19	0	418	100	41	5	0	146	67	20	369	0	456	1495
05:30 PM	5	436	32	0	473	213	210	23	0	446	96	50	5	0	151	106	21	354	0	481	1551
05:45 PM	7	483	16	0	506	210	226	35	0	471	92	53	3	0	148	160	33	346	0	539	1664
Total Volume	19	1851	83	0	1953	808	775	89	0	1672	382	179	14	0	575	363	106	1441	0	1910	6110
% App. Total	1	94.8	4.2	0		48.3	46.4	5.3	0		66.4	31.1	2.4	0		19	5.5	75.4	0		
PHF	.679	.958	.648	.000	.965	.948	.857	.636	.000	.887	.955	.844	.700	.000	.952	.567	.803	.968	.000	.886	.918



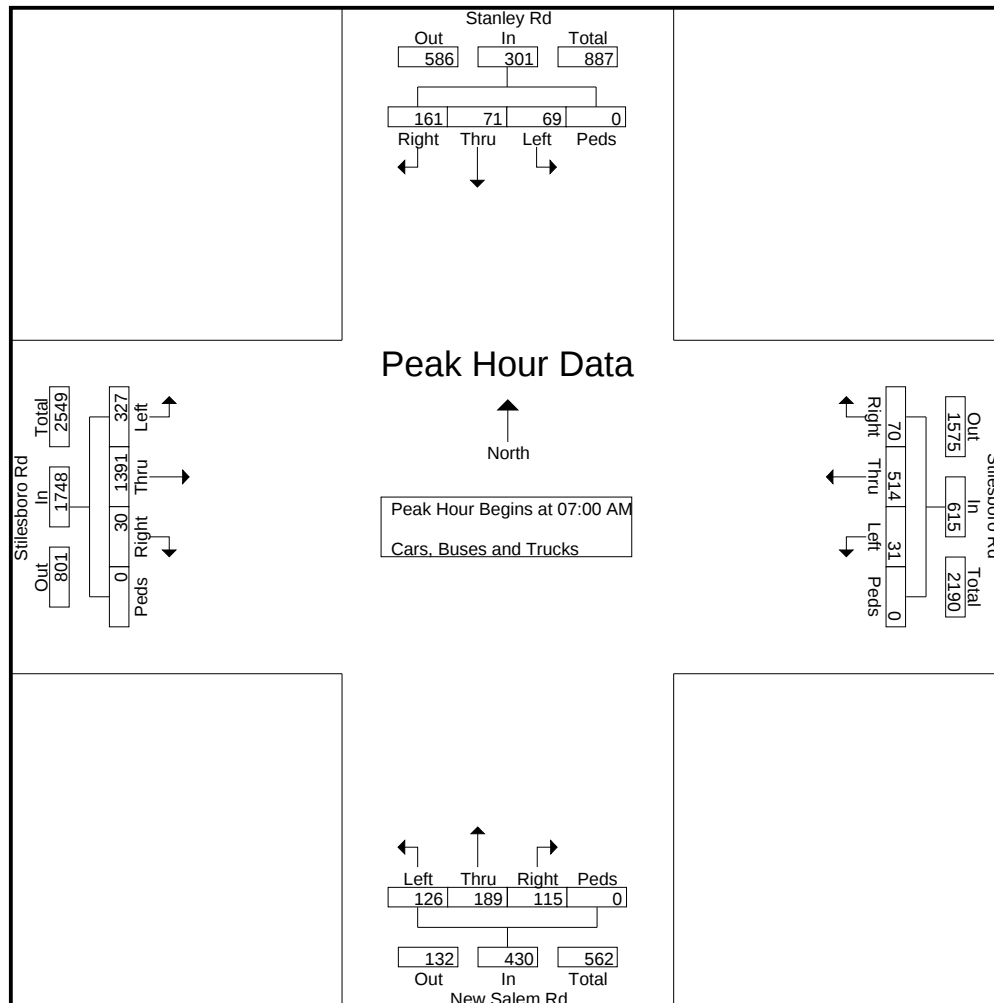
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7-9am | 4-6pm

File Name : 43630002
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
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07:00 AM	13	20	13	0	46	11	8	17	0	36	53	411	7	0	471	3	94	14	0	111	664
07:15 AM	38	54	28	0	120	15	9	46	0	70	89	346	9	0	444	3	108	19	0	130	764
07:30 AM	36	61	36	0	133	15	17	44	0	76	93	320	7	0	420	12	162	17	0	191	820
07:45 AM	39	54	38	0	131	28	37	54	0	119	92	314	7	0	413	13	150	20	0	183	846
Total Volume	126	189	115	0	430	69	71	161	0	301	327	1391	30	0	1748	31	514	70	0	615	3094
% App. Total	29.3	44	26.7	0		22.9	23.6	53.5	0		18.7	79.6	1.7	0		5	83.6	11.4	0		
PHF	.808	.775	.757	.000	.808	.616	.480	.745	.000	.632	.879	.846	.833	.000	.928	.596	.793	.875	.000	.805	.914



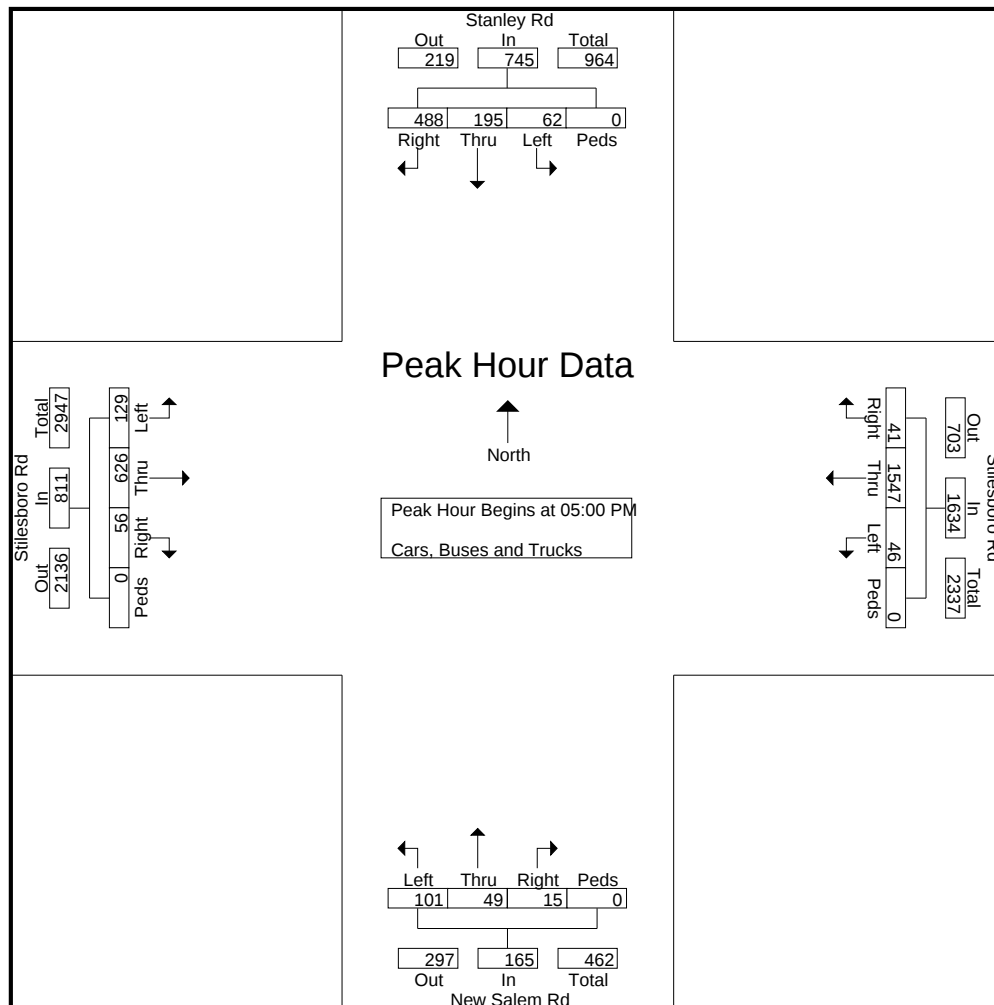
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	New Salem Rd Northbound					Stanley Rd Southbound					Stilesboro Rd Eastbound					Stilesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
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05:00 PM	30	13	2	0	45	13	48	140	0	201	32	130	16	0	178	6	401	13	0	420	844
05:15 PM	23	11	3	0	37	15	55	135	0	205	33	164	16	0	213	13	384	8	0	405	860
05:30 PM	25	16	5	0	46	22	47	118	0	187	34	166	8	0	208	13	389	6	0	408	849
05:45 PM	23	9	5	0	37	12	45	95	0	152	30	166	16	0	212	14	373	14	0	401	802
Total Volume	101	49	15	0	165	62	195	488	0	745	129	626	56	0	811	46	1547	41	0	1634	3355
% App. Total	61.2	29.7	9.1	0		8.3	26.2	65.5	0		15.9	77.2	6.9	0		2.8	94.7	2.5	0		
PHF	.842	.766	.750	.000	.897	.705	.886	.871	.000	.909	.949	.943	.875	.000	.952	.821	.964	.732	.000	.973	.975



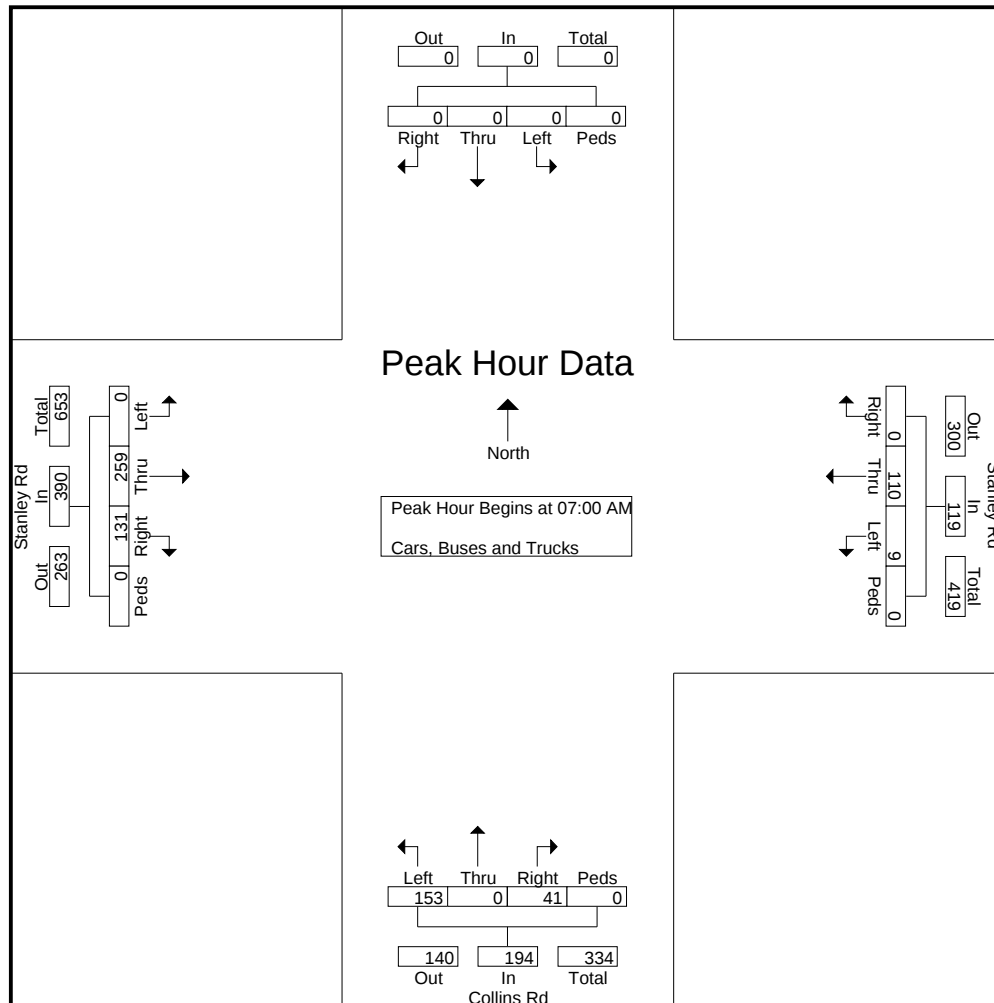
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Kennesaw, GA
7-9am | 4-6pm

File Name : 43630003
Site Code : 43630003
Start Date : 11/14/2019
Page No : 2

	Collins Rd Northbound					Southbound					Stanley Rd Eastbound					Stanley Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
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07:00 AM	36	0	10	0	46	0	0	0	0	0	0	45	15	0	60	1	19	0	0	20	126
07:15 AM	39	0	9	0	48	0	0	0	0	0	0	72	34	0	106	4	26	0	0	30	184
07:30 AM	43	0	13	0	56	0	0	0	0	0	0	73	41	0	114	3	30	0	0	33	203
07:45 AM	35	0	9	0	44	0	0	0	0	0	0	69	41	0	110	1	35	0	0	36	190
Total Volume	153	0	41	0	194	0	0	0	0	0	0	259	131	0	390	9	110	0	0	119	703
% App. Total																					
PHF	.890	.000	.788	.000	.866	.000	.000	.000	.000	.000	.000	.887	.799	.000	.855	.563	.786	.000	.000	.826	.866



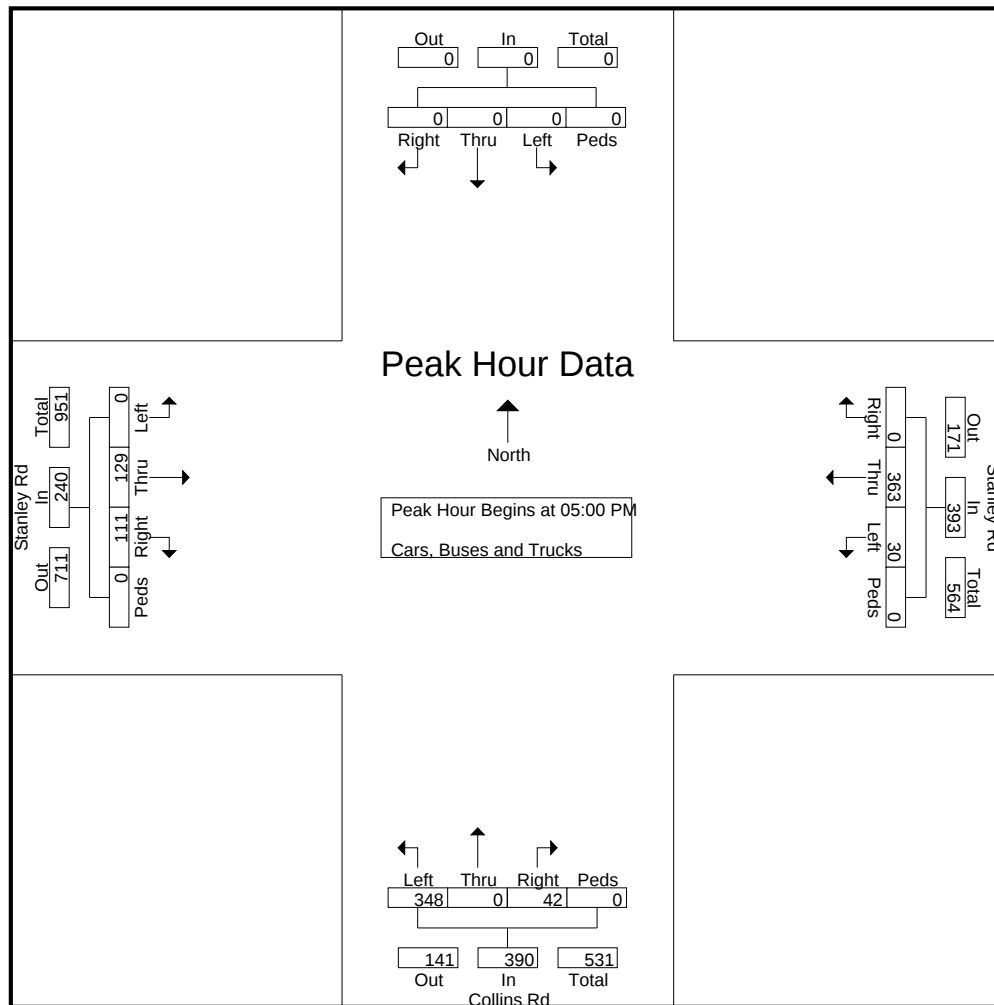
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TMC Data
Stanley Rd @ Collins Rd (Roundabout)
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630003
Site Code : 43630003
Start Date : 11/14/2019
Page No : 3

	Collins Rd Northbound					Southbound					Stanley Rd Eastbound					Stanley Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	78	0	10	0	88	0	0	0	0	0	0	27	25	0	52	12	105	0	0	117	257
05:15 PM	92	0	10	0	102	0	0	0	0	0	0	29	20	0	49	4	97	0	0	101	252
05:30 PM	90	0	10	0	100	0	0	0	0	0	0	34	33	0	67	8	87	0	0	95	262
05:45 PM	88	0	12	0	100	0	0	0	0	0	0	39	33	0	72	6	74	0	0	80	252
Total Volume	348	0	42	0	390	0	0	0	0	0	0	129	111	0	240	30	363	0	0	393	1023
% App. Total																					
PHF	.946	.000	.875	.000	.956	.000	.000	.000	.000	.000	.000	.827	.841	.000	.833	.625	.864	.000	.000	.840	.976



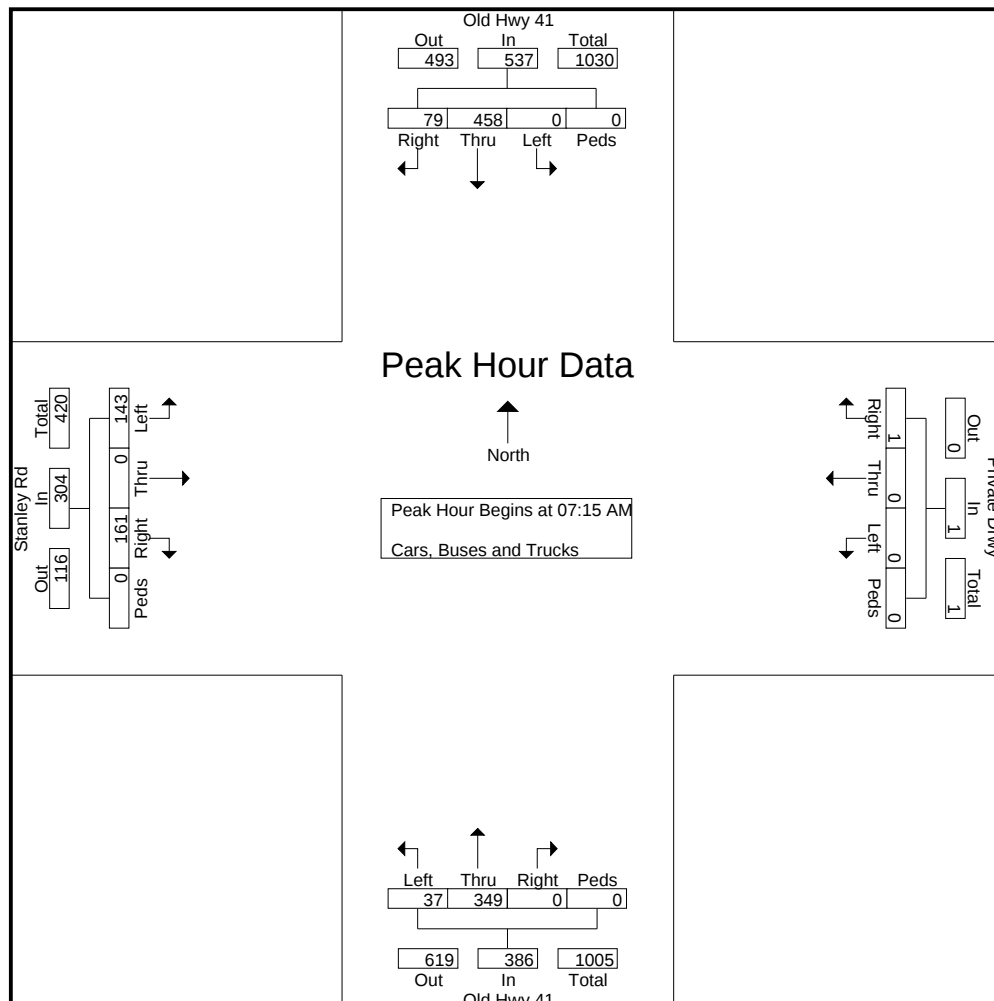
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TMC Data
Stanley Rd @ Old Hwy 41
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630004
Site Code : 43630004
Start Date : 11/14/2019
Page No : 2

	Old Hwy 41 Northbound					Old Hwy 41 Southbound					Stanley Rd Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	84	0	0	89	0	129	19	0	148	31	0	41	0	72	0	0	0	0	0	309
07:30 AM	11	87	0	0	98	0	97	20	0	117	47	0	54	0	101	0	0	0	0	0	316
07:45 AM	13	77	0	0	90	0	132	23	0	155	40	0	39	0	79	0	0	0	0	0	324
08:00 AM	8	101	0	0	109	0	100	17	0	117	25	0	27	0	52	0	0	1	0	1	279
Total Volume	37	349	0	0	386	0	458	79	0	537	143	0	161	0	304	0	0	1	0	1	1228
% App. Total																					
PHF	.712	.864	.000	.000	.885	.000	.867	.859	.000	.866	.761	.000	.745	.000	.752	.000	.000	.250	.000	.250	.948



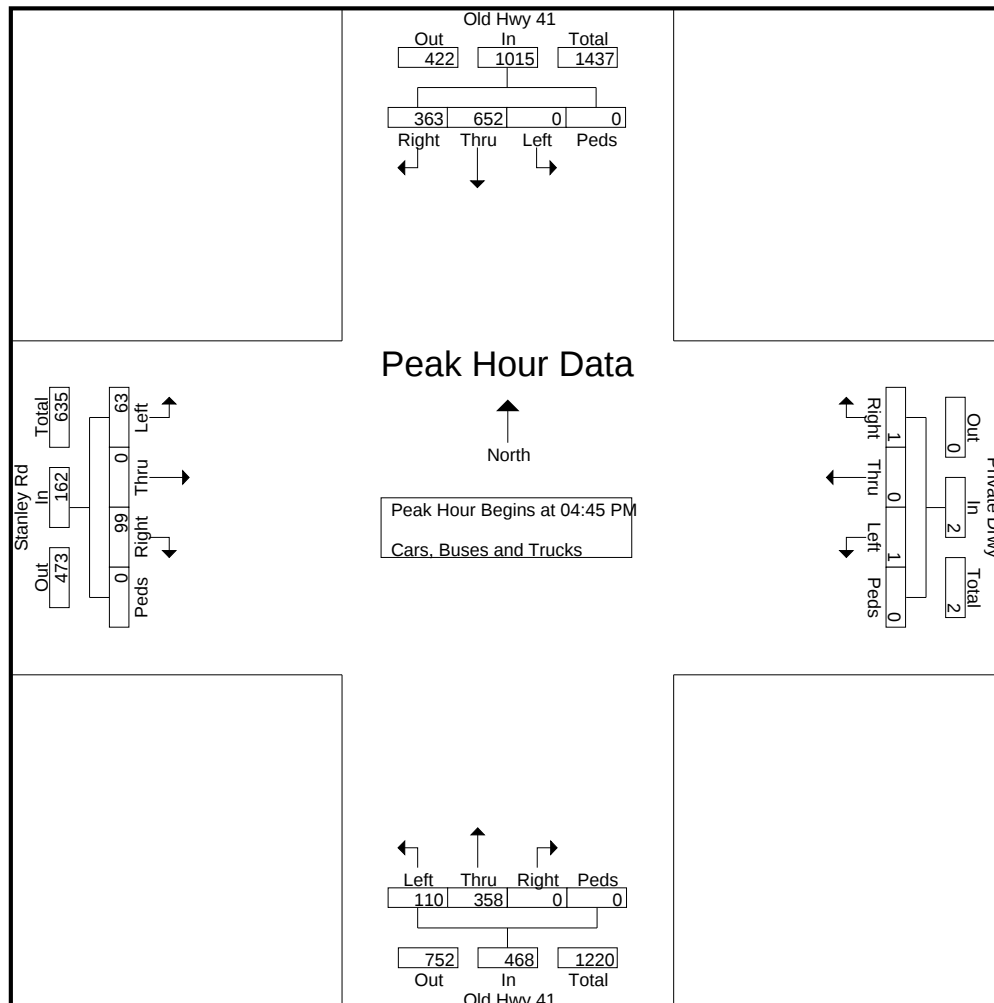
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TMC Data
Stanley Rd @ Old Hwy 41
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630004
Site Code : 43630004
Start Date : 11/14/2019
Page No : 3

	Old Hwy 41 Northbound					Old Hwy 41 Southbound					Stanley Rd Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	21	98	0	0	119	0	162	79	0	241	21	0	23	0	44	1	0	1	0	2	406
05:00 PM	34	77	0	0	111	0	173	98	0	271	15	0	22	0	37	0	0	0	0	0	419
05:15 PM	29	91	0	0	120	0	160	104	0	264	10	0	27	0	37	0	0	0	0	0	421
05:30 PM	26	92	0	0	118	0	157	82	0	239	17	0	27	0	44	0	0	0	0	0	401
Total Volume	110	358	0	0	468	0	652	363	0	1015	63	0	99	0	162	1	0	1	0	2	1647
% App. Total																					
PHF	.809	.913	.000	.000	.975	.000	.942	.873	.000	.936	.750	.000	.917	.000	.920	.250	.000	.250	.000	.250	.978



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TMC Data
Cobb Pkwy N @ Cobb International Blvd
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630001
Site Code : 43630001
Start Date : 11/14/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cobb Pkwy N Northbound					Cobb Pkwy N Southbound					Cobb International Blvd Eastbound					McCollum Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	5	101	34	0	140	342	443	58	0	843	15	19	4	0	38	16	37	54	0	107	1128
07:15 AM	2	139	29	0	170	354	461	42	0	857	12	17	5	0	34	44	48	80	0	172	1233
07:30 AM	2	162	64	0	228	367	417	38	0	822	15	15	0	0	30	41	49	93	0	183	1263
07:45 AM	2	197	18	0	217	373	396	47	0	816	6	15	0	0	21	49	72	106	0	227	1281
Total	11	599	145	0	755	1436	1717	185	0	3338	48	66	9	0	123	150	206	333	0	689	4905
08:00 AM	1	157	39	0	197	384	469	52	0	905	5	12	5	0	22	58	40	70	0	168	1292
08:15 AM	4	140	25	0	169	373	458	66	0	897	10	17	3	0	30	41	46	81	0	168	1264
08:30 AM	7	183	40	0	230	356	465	17	0	838	3	11	0	0	14	30	29	81	0	140	1222
08:45 AM	1	167	32	0	200	343	436	37	0	816	4	12	9	0	25	48	36	98	0	182	1223
Total	13	647	136	0	796	1456	1828	172	0	3456	22	52	17	0	91	177	151	330	0	658	5001
*** BREAK ***																					
04:00 PM	5	410	18	0	433	176	228	10	0	414	66	57	7	0	130	36	16	267	0	319	1296
04:15 PM	2	432	24	0	458	217	234	16	0	467	54	29	3	0	86	41	12	346	0	399	1410
04:30 PM	2	418	16	0	436	223	160	11	0	394	67	28	1	0	96	45	18	378	0	441	1367
04:45 PM	3	437	12	0	452	221	189	10	0	420	87	24	0	0	111	14	37	388	0	439	1422
Total	12	1697	70	0	1779	837	811	47	0	1695	274	138	11	0	423	136	83	1379	0	1598	5495
05:00 PM	4	481	14	0	499	179	146	12	0	337	94	35	1	0	130	30	32	372	0	434	1400
05:15 PM	3	451	21	0	475	206	193	19	0	418	100	41	5	0	146	67	20	369	0	456	1495
05:30 PM	5	436	32	0	473	213	210	23	0	446	96	50	5	0	151	106	21	354	0	481	1551
05:45 PM	7	483	16	0	506	210	226	35	0	471	92	53	3	0	148	160	33	346	0	539	1664
Total	19	1851	83	0	1953	808	775	89	0	1672	382	179	14	0	575	363	106	1441	0	1910	6110
Grand Total	55	4794	434	0	5283	4537	5131	493	0	10161	726	435	51	0	1212	826	546	3483	0	4855	21511
Apprch %	1	90.7	8.2	0		44.7	50.5	4.9	0		59.9	35.9	4.2	0		17	11.2	71.7	0		
Total %	0.3	22.3	2	0	24.6	21.1	23.9	2.3	0	47.2	3.4	2	0.2	0	5.6	3.8	2.5	16.2	0	22.6	

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TMC Data
Stanley Rd @ Stilesboro Rd
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630002
Site Code : 43630002
Start Date : 11/14/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	New Salem Rd Northbound					Stanley Rd Southbound					Stilesboro Rd Eastbound					Stilesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	13	20	13	0	46	11	8	17	0	36	53	411	7	0	471	3	94	14	0	111	664
07:15 AM	38	54	28	0	120	15	9	46	0	70	89	346	9	0	444	3	108	19	0	130	764
07:30 AM	36	61	36	0	133	15	17	44	0	76	93	320	7	0	420	12	162	17	0	191	820
07:45 AM	39	54	38	0	131	28	37	54	0	119	92	314	7	0	413	13	150	20	0	183	846
Total	126	189	115	0	430	69	71	161	0	301	327	1391	30	0	1748	31	514	70	0	615	3094
08:00 AM	37	16	9	0	62	19	8	32	0	59	32	304	9	0	345	4	136	16	0	156	622
08:15 AM	20	18	17	0	55	11	3	21	0	35	43	268	15	0	326	4	97	10	0	111	527
08:30 AM	15	15	12	0	42	14	4	26	0	44	31	286	10	0	327	1	115	11	0	127	540
08:45 AM	16	11	7	0	34	6	7	17	0	30	19	277	21	0	317	4	81	9	0	94	475
Total	88	60	45	0	193	50	22	96	0	168	125	1135	55	0	1315	13	429	46	0	488	2164
*** BREAK ***																					
04:00 PM	22	11	2	0	35	15	31	52	0	98	26	155	16	0	197	8	320	13	0	341	671
04:15 PM	22	7	4	0	33	13	31	66	0	110	32	157	13	0	202	7	306	11	0	324	669
04:30 PM	27	17	4	0	48	18	37	93	0	148	23	153	11	0	187	12	341	7	0	360	743
04:45 PM	29	7	5	0	41	12	38	104	0	154	31	153	14	0	198	4	324	10	0	338	731
Total	100	42	15	0	157	58	137	315	0	510	112	618	54	0	784	31	1291	41	0	1363	2814
05:00 PM	30	13	2	0	45	13	48	140	0	201	32	130	16	0	178	6	401	13	0	420	844
05:15 PM	23	11	3	0	37	15	55	135	0	205	33	164	16	0	213	13	384	8	0	405	860
05:30 PM	25	16	5	0	46	22	47	118	0	187	34	166	8	0	208	13	389	6	0	408	849
05:45 PM	23	9	5	0	37	12	45	95	0	152	30	166	16	0	212	14	373	14	0	401	802
Total	101	49	15	0	165	62	195	488	0	745	129	626	56	0	811	46	1547	41	0	1634	3355
Grand Total	415	340	190	0	945	239	425	1060	0	1724	693	3770	195	0	4658	121	3781	198	0	4100	11427
Apprch %	43.9	36	20.1	0		13.9	24.7	61.5	0		14.9	80.9	4.2	0		3	92.2	4.8	0		
Total %	3.6	3	1.7	0	8.3	2.1	3.7	9.3	0	15.1	6.1	33	1.7	0	40.8	1.1	33.1	1.7	0	35.9	

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TMC Data
Stanley Rd @ Collins Rd (Roundabout)
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630003
Site Code : 43630003
Start Date : 11/14/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Collins Rd Northbound					Southbound					Stanley Rd Eastbound					Stanley Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	36	0	10	0	46	0	0	0	0	0	0	45	15	0	60	1	19	0	0	20	126
07:15 AM	39	0	9	0	48	0	0	0	0	0	0	72	34	0	106	4	26	0	0	30	184
07:30 AM	43	0	13	0	56	0	0	0	0	0	0	73	41	0	114	3	30	0	0	33	203
07:45 AM	35	0	9	0	44	0	0	0	0	0	0	69	41	0	110	1	35	0	0	36	190
Total	153	0	41	0	194	0	0	0	0	0	0	259	131	0	390	9	110	0	0	119	703
08:00 AM	25	0	4	0	29	0	0	0	0	0	0	42	20	0	62	4	27	0	0	31	122
08:15 AM	22	0	3	0	25	0	0	0	0	0	0	46	9	0	55	2	22	0	0	24	104
08:30 AM	26	0	6	0	32	0	0	0	0	0	0	41	21	0	62	3	19	0	0	22	116
08:45 AM	13	0	5	0	18	0	0	0	0	0	0	33	13	0	46	7	21	0	0	28	92
Total	86	0	18	0	104	0	0	0	0	0	0	162	63	0	225	16	89	0	0	105	434
*** BREAK ***																					
04:00 PM	49	0	10	0	59	0	0	0	0	0	0	20	27	0	47	3	53	0	0	56	162
04:15 PM	58	0	6	0	64	0	0	0	0	0	0	38	20	0	58	1	66	0	0	67	189
04:30 PM	62	0	13	0	75	0	0	0	0	0	0	27	21	0	48	4	61	0	0	65	188
04:45 PM	66	0	11	0	77	0	0	0	0	0	0	33	11	0	44	6	96	0	0	102	223
Total	235	0	40	0	275	0	0	0	0	0	0	118	79	0	197	14	276	0	0	290	762
05:00 PM	78	0	10	0	88	0	0	0	0	0	0	27	25	0	52	12	105	0	0	117	257
05:15 PM	92	0	10	0	102	0	0	0	0	0	0	29	20	0	49	4	97	0	0	101	252
05:30 PM	90	0	10	0	100	0	0	0	0	0	0	34	33	0	67	8	87	0	0	95	262
05:45 PM	88	0	12	0	100	0	0	0	0	0	0	39	33	0	72	6	74	0	0	80	252
Total	348	0	42	0	390	0	0	0	0	0	0	129	111	0	240	30	363	0	0	393	1023
Grand Total	822	0	141	0	963	0	0	0	0	0	0	668	384	0	1052	69	838	0	0	907	2922
Apprch %	85.4	0	14.6	0		0	0	0	0		0	63.5	36.5	0		7.6	92.4	0	0		
Total %	28.1	0	4.8	0	33	0	0	0	0		0	22.9	13.1	0	36	2.4	28.7	0	0	31	

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TMC Data
Stanley Rd @ Old Hwy 41
Kennesaw, GA
7-9am | 4-6pm

File Name : 43630004
Site Code : 43630004
Start Date : 11/14/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Old Hwy 41 Northbound					Old Hwy 41 Southbound					Stanley Rd Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	64	1	0	67	0	119	16	0	135	30	0	33	0	63	0	0	1	0	1	266
07:15 AM	5	84	0	0	89	0	129	19	0	148	31	0	41	0	72	0	0	0	0	0	309
07:30 AM	11	87	0	0	98	0	97	20	0	117	47	0	54	0	101	0	0	0	0	0	316
07:45 AM	13	77	0	0	90	0	132	23	0	155	40	0	39	0	79	0	0	0	0	0	324
Total	31	312	1	0	344	0	477	78	0	555	148	0	167	0	315	0	0	1	0	1	1215
08:00 AM	8	101	0	0	109	0	100	17	0	117	25	0	27	0	52	0	0	1	0	1	279
08:15 AM	5	60	0	0	65	0	109	13	0	122	38	0	27	0	65	0	0	0	0	0	252
08:30 AM	7	60	0	0	67	0	104	17	0	121	28	0	22	0	50	0	0	0	0	0	238
08:45 AM	13	87	0	0	100	0	99	14	0	113	25	0	21	0	46	0	0	0	0	0	259
Total	33	308	0	0	341	0	412	61	0	473	116	0	97	0	213	0	0	1	0	1	1028
*** BREAK ***																					
04:00 PM	18	94	0	0	112	0	158	34	0	192	22	0	18	0	40	0	1	0	0	1	345
04:15 PM	16	98	0	0	114	0	139	49	0	188	20	0	25	0	45	0	0	0	0	0	347
04:30 PM	25	93	1	0	119	0	162	56	0	218	20	0	23	0	43	0	0	0	0	0	380
04:45 PM	21	98	0	0	119	0	162	79	0	241	21	0	23	0	44	1	0	1	0	2	406
Total	80	383	1	0	464	0	621	218	0	839	83	0	89	0	172	1	1	1	0	3	1478
05:00 PM	34	77	0	0	111	0	173	98	0	271	15	0	22	0	37	0	0	0	0	0	419
05:15 PM	29	91	0	0	120	0	160	104	0	264	10	0	27	0	37	0	0	0	0	0	421
05:30 PM	26	92	0	0	118	0	157	82	0	239	17	0	27	0	44	0	0	0	0	0	401
05:45 PM	22	93	0	0	115	0	147	46	0	193	12	0	27	0	39	0	0	0	0	0	347
Total	111	353	0	0	464	0	637	330	0	967	54	0	103	0	157	0	0	0	0	0	1588
Grand Total	255	1356	2	0	1613	0	2147	687	0	2834	401	0	456	0	857	1	1	3	0	5	5309
Apprch %	15.8	84.1	0.1	0		0	75.8	24.2	0		46.8	0	53.2	0		20	20	60	0		
Total %	4.8	25.5	0	0	30.4	0	40.4	12.9	0	53.4	7.6	0	8.6	0	16.1	0	0	0.1	0	0.1	

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Classification Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaw, GA

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/14/19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	2	0	0	1	0	0	0	0	0	0	0	0	9
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
05:45	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
	0	32	13	0	0	0	0	0	0	0	0	0	0	0	45
06:00	0	13	8	0	2	0	0	0	0	0	0	0	0	0	23
06:15	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
06:30	0	29	2	0	2	0	0	0	0	0	0	0	0	0	33
06:45	0	44	3	0	1	0	0	0	0	0	0	0	0	0	48
	0	107	18	0	6	0	0	0	0	0	0	0	0	0	131
07:00	0	52	7	0	1	0	0	0	0	0	0	0	0	0	60
07:15	0	70	6	0	1	0	0	0	0	0	0	0	0	0	77
07:30	0	85	10	0	2	0	0	0	0	0	0	0	0	0	97
07:45	0	59	12	1	2	0	0	0	0	0	0	0	0	0	74
	0	266	35	1	6	0	0	0	0	0	0	0	0	0	308
08:00	0	43	6	0	1	0	0	0	0	0	0	0	0	0	50
08:15	0	52	10	0	1	0	0	0	0	0	0	0	0	0	63
08:30	0	40	7	1	3	0	0	0	0	0	0	0	0	0	51
08:45	0	40	5	2	0	0	0	0	0	0	0	0	0	0	47
	0	175	28	3	5	0	0	0	0	0	0	0	0	0	211
09:00	0	37	2	0	1	0	0	0	0	0	0	0	0	0	40
09:15	0	28	8	0	0	0	0	0	0	0	0	0	0	0	36
09:30	0	38	5	0	0	0	0	0	0	0	0	0	0	0	43
09:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
	0	123	18	0	1	0	0	0	0	0	0	0	0	0	142
10:00	0	20	3	0	1	0	0	1	0	0	0	0	0	0	25
10:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
10:30	0	31	6	1	1	0	0	0	0	0	0	0	0	0	39
10:45	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
	0	96	18	1	2	0	0	1	0	0	0	0	0	0	118
11:00	0	20	4	0	1	0	0	0	1	0	0	0	0	0	26
11:15	0	23	4	0	1	0	0	1	0	0	0	0	0	0	29
11:30	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
11:45	0	28	5	0	2	0	0	0	0	0	0	0	0	0	35
	0	90	14	0	5	0	0	1	1	0	0	0	0	0	111
Total	0	906	148	5	26	1	0	2	1	0	0	0	0	0	1089
Percent	0.0%	83.2%	13.6%	0.5%	2.4%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Reliable Traffic Data Services

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Info@reliabletraffic.org | www.reliabletraffic.org

Classification Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaw, GA

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	26	10	0	6	0	0	0	0	0	0	0	0	0	42
12:15	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
12:30	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
12:45	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
	0	96	21	0	8	0	0	0	0	0	0	0	0	0	125
13:00	0	20	6	1	0	0	0	0	0	0	0	0	0	0	27
13:15	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
13:30	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
13:45	0	29	6	0	0	0	0	0	0	0	0	0	0	0	35
	0	98	17	1	1	0	0	0	0	0	0	0	0	0	117
14:00	0	31	3	0	0	0	0	0	0	0	0	0	0	0	34
14:15	0	25	3	0	2	0	0	0	0	0	0	0	0	0	30
14:30	0	21	6	1	2	0	0	0	0	0	0	0	0	0	30
14:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
	0	96	14	1	4	0	0	0	0	0	0	0	0	0	115
15:00	0	37	5	0	1	0	0	0	0	0	0	0	0	0	43
15:15	0	51	5	0	3	0	0	0	0	0	0	0	0	0	59
15:30	0	29	6	0	0	0	0	0	0	0	0	0	0	0	35
15:45	0	24	2	0	1	0	0	0	0	0	0	0	0	0	27
	0	141	18	0	5	0	0	0	0	0	0	0	0	0	164
16:00	0	32	2	0	0	0	0	0	0	0	0	0	0	0	34
16:15	0	28	6	0	0	0	0	0	0	0	0	0	0	0	34
16:30	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
16:45	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
	0	110	14	0	2	0	0	0	0	0	0	0	0	0	126
17:00	0	20	2	0	3	0	0	0	0	0	0	0	0	0	25
17:15	0	33	5	0	2	0	0	0	0	0	0	0	0	0	40
17:30	0	31	2	0	1	0	0	0	0	0	0	0	0	0	34
17:45	0	37	1	0	1	0	0	0	0	0	0	0	0	0	39
	0	121	10	0	7	0	0	0	0	0	0	0	0	0	138
18:00	0	33	4	0	2	0	0	0	0	0	0	0	0	0	39
18:15	0	36	1	0	0	0	0	0	0	0	0	0	0	0	37
18:30	0	27	3	0	0	0	0	0	0	0	0	0	0	0	30
18:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
	0	115	12	0	2	0	0	0	0	0	0	0	0	0	129
19:00	0	23	4	0	3	0	0	0	0	0	0	0	0	0	30
19:15	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
19:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
19:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
	0	72	11	0	3	0	0	0	0	0	0	0	0	0	86
20:00	0	24	2	0	0	0	0	0	1	0	0	0	0	0	27
20:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
20:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	48	5	0	1	0	0	0	1	0	0	0	0	0	55
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
	0	34	2	0	0	0	0	0	0	0	0	0	0	0	36
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
Total	0	977	125	2	33	0	0	0	1	0	0	0	0	0	1138
Percent	0.0%	85.9%	11.0%	0.2%	2.9%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	0	1883	273	7	59	1	0	2	2	0	0	0	0	0	2227
Percent	0.0%	84.6%	12.3%	0.3%	2.6%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Reliable Traffic Data Services

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Classification Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaw, GA

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/14/19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	9	0	0	2	0	0	0	0	0	0	0	0	0	11
06:45	0	21	0	0	2	0	0	0	0	0	0	0	0	0	23
	0	36	2	0	4	0	0	0	0	0	0	0	0	0	42
07:00	0	12	3	0	2	0	0	0	0	0	0	0	0	0	17
07:15	0	16	2	0	2	0	0	0	0	0	0	0	0	0	20
07:30	0	26	2	0	4	0	0	0	0	0	0	0	0	0	32
07:45	0	25	2	1	3	0	0	0	0	0	0	0	0	0	31
	0	79	9	1	11	0	0	0	0	0	0	0	0	0	100
08:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
08:15	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
08:30	0	16	1	2	4	0	0	0	0	0	0	0	0	0	23
08:45	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
	0	68	6	2	6	0	0	0	0	0	0	0	0	0	82
09:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
09:15	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
09:30	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
09:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
	0	50	6	0	1	0	0	0	0	0	0	0	0	0	57
10:00	0	14	1	0	1	1	0	0	0	0	0	0	0	0	17
10:15	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
10:30	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
10:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	43	7	0	3	1	0	0	0	0	0	0	0	0	54
11:00	0	15	1	0	3	0	0	0	0	0	0	0	0	0	19
11:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11:30	0	12	2	0	1	1	0	0	0	0	0	0	0	0	16
11:45	0	15	3	0	3	0	0	0	0	0	0	0	0	0	21
	0	55	8	0	7	1	0	0	0	0	0	0	0	0	71
Total	0	361	40	3	33	2	0	0	0	0	0	0	0	0	439
Percent	0.0%	82.2%	9.1%	0.7%	7.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaw, GA

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	22	3	0	4	0	0	0	0	0	0	0	0	0	29
12:15	0	16	1	0	3	0	0	0	0	0	0	0	0	0	20
12:30	0	18	4	0	3	0	0	0	0	0	0	0	0	0	25
12:45	0	23	2	0	2	0	0	0	0	0	0	0	0	0	27
	0	79	10	0	12	0	0	0	0	0	0	0	0	0	101
13:00	0	23	1	0	2	0	0	0	0	0	0	0	0	0	26
13:15	0	18	1	0	1	0	0	0	0	0	0	0	1	0	21
13:30	0	28	5	0	3	0	0	0	0	0	0	0	0	0	36
13:45	0	18	1	0	6	0	0	0	0	0	0	0	0	0	25
	0	87	8	0	12	0	0	0	0	0	0	0	1	0	108
14:00	0	17	4	0	2	0	0	0	0	0	0	0	0	0	23
14:15	0	34	1	0	1	0	0	0	0	0	0	0	0	0	36
14:30	0	27	2	0	3	0	0	0	0	0	0	0	0	0	32
14:45	0	29	3	0	5	0	0	0	0	0	0	0	0	0	37
	0	107	10	0	11	0	0	0	0	0	0	0	0	0	128
15:00	0	40	2	0	1	0	0	0	0	0	0	0	0	0	43
15:15	0	28	1	0	4	0	0	0	0	0	0	0	0	0	33
15:30	0	34	0	0	5	0	0	0	0	0	0	0	0	0	39
15:45	0	42	8	1	6	0	0	0	0	0	0	0	0	0	57
	0	144	11	1	16	0	0	0	0	0	0	0	0	0	172
16:00	1	51	7	0	4	0	0	0	0	0	0	0	0	0	63
16:15	0	68	9	0	5	0	0	0	0	0	0	0	0	0	82
16:30	0	72	9	0	7	0	0	0	0	0	0	0	0	0	88
16:45	0	88	7	1	6	0	0	0	0	0	0	0	1	0	103
	1	279	32	1	22	0	0	0	0	0	0	0	1	0	336
17:00	0	128	14	0	13	0	0	0	0	0	0	0	0	0	155
17:15	1	118	9	0	7	0	0	0	0	0	0	0	0	0	135
17:30	0	84	6	0	10	0	0	0	0	0	0	0	0	0	100
17:45	0	64	6	0	8	1	0	0	0	0	0	0	0	0	79
	1	394	35	0	38	1	0	0	0	0	0	0	0	0	469
18:00	0	74	9	0	6	1	0	0	0	0	0	0	0	0	90
18:15	1	58	2	0	8	1	0	0	0	0	0	0	0	0	70
18:30	0	27	4	0	4	0	0	0	0	0	0	0	0	0	35
18:45	0	30	4	0	1	0	0	0	0	0	0	0	0	0	35
	1	189	19	0	19	2	0	0	0	0	0	0	0	0	230
19:00	0	23	1	0	4	0	0	0	0	0	0	0	0	0	28
19:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
19:30	0	12	1	0	3	0	0	0	0	0	0	0	0	0	16
19:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
	0	61	6	0	7	0	0	0	0	0	0	0	0	0	74
20:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
20:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
20:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
20:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	61	4	0	1	0	0	0	0	0	0	0	0	0	66
21:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
21:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
21:45	0	13	0	0	3	0	0	0	0	0	0	0	0	0	16
	0	43	2	0	3	0	0	0	0	0	0	0	0	0	48
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	3	1480	137	2	141	3	0	0	0	0	0	0	2	0	1768
Percent	0.2%	83.7%	7.7%	0.1%	8.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	
Grand Total	3	1841	177	5	174	5	0	0	0	0	0	0	2	0	2207
Percent	0.1%	83.4%	8.0%	0.2%	7.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	

Reliable Traffic Data Services

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Volume / Speed Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaaw, GA

Eastbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
11/14/19	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
04:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	2	5	1	0	0	0	0	0	0	0	9
05:15	0	0	0	2	0	3	1	0	0	0	0	0	0	0	6
05:30	0	0	0	0	0	3	5	0	0	0	0	0	0	0	8
05:45	0	0	1	1	3	3	3	1	0	0	0	0	0	0	15
06:00	0	0	0	2	4	7	2	1	0	0	0	0	0	0	16
06:15	0	0	1	5	7	16	11	4	1	0	0	0	0	0	45
06:30	0	0	0	1	4	11	6	1	0	0	0	0	0	0	23
06:45	0	0	2	0	5	15	3	2	0	0	0	0	0	0	27
07:00	0	0	1	0	3	18	10	1	0	0	0	0	0	0	33
07:15	0	0	1	6	8	19	11	3	0	0	0	0	0	0	48
07:30	0	0	4	7	20	63	30	7	0	0	0	0	0	0	131
07:45	1	0	0	7	13	21	17	1	0	0	0	0	0	0	60
08:00	0	0	0	6	16	39	12	4	0	0	0	0	0	0	77
08:15	0	1	1	19	18	40	17	1	0	0	0	0	0	0	97
08:30	0	0	0	2	21	34	15	2	0	0	0	0	0	0	74
08:45	1	1	1	34	68	134	61	8	0	0	0	0	0	0	308
09:00	0	0	0	6	8	26	9	1	0	0	0	0	0	0	50
09:15	0	0	0	6	18	26	11	2	0	0	0	0	0	0	63
09:30	0	0	3	3	9	22	10	3	1	0	0	0	0	0	51
09:45	0	1	1	7	15	12	9	2	0	0	0	0	0	0	47
10:00	0	1	4	22	50	86	39	8	1	0	0	0	0	0	211
10:15	0	0	1	7	8	11	10	2	1	0	0	0	0	0	40
10:30	0	0	0	5	6	18	7	0	0	0	0	0	0	0	36
10:45	0	0	1	3	8	20	9	2	0	0	0	0	0	0	43
11:00	0	0	1	3	6	9	4	0	0	0	0	0	0	0	23
11:15	0	0	3	18	28	58	30	4	1	0	0	0	0	0	142
11:30	0	0	1	2	9	8	5	0	0	0	0	0	0	0	25
11:45	0	0	0	4	8	7	8	1	0	0	0	0	0	0	28
12:00	0	0	0	5	13	12	7	2	0	0	0	0	0	0	39
12:15	0	0	1	2	8	7	8	0	0	0	0	0	0	0	26
12:30	0	0	2	13	38	34	28	3	0	0	0	0	0	0	118
12:45	0	0	0	3	5	12	4	2	0	0	0	0	0	0	26
13:00	0	0	0	4	4	11	9	1	0	0	0	0	0	0	29
13:15	0	0	0	1	6	8	4	2	0	0	0	0	0	0	21
13:30	0	0	1	2	7	23	2	0	0	0	0	0	0	0	35
13:45	0	0	1	10	22	54	19	5	0	0	0	0	0	0	111
Total	1	2	16	112	236	456	222	40	4	0	0	0	0	0	1089

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Volume / Speed Data

Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
Kennesaaw, GA

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	0	1	7	11	18	5	0	0	0	0	0	0	0	42
12:15	0	0	1	1	10	11	3	1	0	0	0	0	0	0	27
12:30	0	0	1	4	8	10	7	1	0	0	0	0	0	0	31
12:45	0	1	1	4	2	16	1	0	0	0	0	0	0	0	25
13:00	0	1	4	16	31	55	16	2	0	0	0	0	0	0	125
13:15	0	0	1	2	4	12	8	0	0	0	0	0	0	0	27
13:30	0	0	0	2	6	10	5	2	0	0	0	0	0	0	25
13:45	0	0	1	8	8	10	3	0	0	0	0	0	0	0	30
14:00	0	0	0	6	7	12	8	2	0	0	0	0	0	0	35
14:15	0	0	2	18	25	44	24	4	0	0	0	0	0	0	117
14:30	0	0	0	4	9	12	7	1	1	0	0	0	0	0	34
14:45	0	0	1	8	3	11	6	1	0	0	0	0	0	0	30
15:00	0	0	0	4	10	11	5	0	0	0	0	0	0	0	30
15:15	0	0	0	1	4	8	7	1	0	0	0	0	0	0	21
15:30	0	0	1	17	26	42	25	3	1	0	0	0	0	0	115
15:45	0	0	0	1	7	18	15	2	0	0	0	0	0	0	43
16:00	0	0	0	1	14	28	14	2	0	0	0	0	0	0	59
16:15	0	0	0	0	8	11	13	2	1	0	0	0	0	0	35
16:30	0	0	0	3	2	14	7	1	0	0	0	0	0	0	27
16:45	0	0	0	5	31	71	49	7	1	0	0	0	0	0	164
17:00	0	0	0	2	2	17	12	1	0	0	0	0	0	0	34
17:15	0	0	0	3	12	12	6	1	0	0	0	0	0	0	34
17:30	0	0	0	2	8	12	7	3	0	0	0	0	0	0	32
17:45	0	0	1	3	3	13	5	1	0	0	0	0	0	0	26
18:00	0	0	1	10	25	54	30	6	0	0	0	0	0	0	126
18:15	0	0	2	4	6	8	4	1	0	0	0	0	0	0	25
18:30	0	0	0	3	8	13	16	0	0	0	0	0	0	0	40
18:45	0	0	0	3	10	13	7	1	0	0	0	0	0	0	34
19:00	0	1	0	4	14	14	4	2	0	0	0	0	0	0	39
19:15	0	1	2	14	38	48	31	4	0	0	0	0	0	0	138
19:30	0	0	0	4	14	12	9	0	0	0	0	0	0	0	39
19:45	0	0	1	5	9	15	5	1	1	0	0	0	0	0	37
20:00	1	0	0	4	5	16	4	0	0	0	0	0	0	0	30
20:15	0	0	1	0	5	13	4	0	0	0	0	0	0	0	23
20:30	1	0	2	13	33	56	22	1	1	0	0	0	0	0	129
20:45	0	0	0	6	7	9	7	1	0	0	0	0	0	0	30
21:00	0	0	1	2	10	8	3	0	0	0	0	0	0	0	24
21:15	0	0	1	3	5	7	4	0	0	0	0	0	0	0	20
21:30	0	0	0	2	1	6	3	0	0	0	0	0	0	0	12
21:45	0	0	2	13	23	30	17	1	0	0	0	0	0	0	86
22:00	0	0	3	5	2	15	2	0	0	0	0	0	0	0	27
22:15	0	1	0	1	1	6	2	0	0	0	0	0	0	0	11
22:30	0	0	0	2	2	2	3	0	0	1	0	0	0	0	10
22:45	0	0	1	3	1	1	1	0	0	0	0	0	0	0	7
23:00	0	1	4	11	6	24	8	0	0	1	0	0	0	0	55
23:15	0	0	0	2	0	3	1	0	0	0	0	0	0	0	6
23:30	0	0	0	2	2	5	3	1	1	0	0	0	0	0	14
23:45	0	0	0	1	0	4	1	0	0	0	0	0	0	0	6
24:00	0	0	0	1	4	5	0	0	0	0	0	0	0	0	10
24:15	0	0	0	6	6	17	5	1	1	0	0	0	0	0	36
24:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
24:45	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
25:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
25:15	0	0	0	0	3	6	1	1	0	0	0	0	0	0	11
25:30	0	0	0	1	2	0	3	1	0	0	0	0	0	0	7
25:45	0	1	0	1	0	2	4	0	1	0	0	0	0	0	9
26:00	0	1	0	3	5	10	9	2	1	0	0	0	0	0	31
Total	1	4	19	130	256	454	237	31	5	1	0	0	0	0	1138
Grand Total	2	6	35	242	492	910	459	71	9	1	0	0	0	0	2227

15th Percentile : 30 MPH
50th Percentile : 36 MPH
85th Percentile : 42 MPH
95th Percentile : 44 MPH

Stats
Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 1402
Percent in Pace : 63.0%
Number of Vehicles > 35 MPH : 1450
Percent of Vehicles > 35 MPH : 65.1%

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Volume / Speed Data

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Station ID: 198
Stanley Rd east of Collins Rd
Kennesaaw, GA

Westbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
11/14/19	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
01:00	0	1	1	1	2	1	1	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
02:15	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	1	5	1	2	0	0	0	0	0	0	0	9
03:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
06:15	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7
06:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2
06:45	0	0	1	1	2	3	1	1	0	0	0	0	0	0	6
07:00	0	0	2	2	6	9	3	3	0	0	0	0	0	0	11
07:15	0	0	2	3	9	16	6	5	0	1	0	0	0	0	23
07:30	0	0	3	9	16	23	10	8	0	1	0	0	0	0	42
07:45	0	0	4	9	16	23	10	8	0	1	0	0	0	0	17
08:00	0	0	1	2	7	7	1	0	1	0	0	0	0	0	19
08:15	0	0	3	2	10	17	0	0	0	0	0	0	0	0	32
08:30	0	3	2	0	2	13	8	2	0	1	0	0	0	0	31
08:45	0	3	2	4	9	38	37	4	0	2	0	0	0	0	99
09:00	0	0	0	0	1	8	10	2	1	0	0	0	0	0	22
09:15	0	0	0	1	3	5	4	3	0	0	0	0	0	0	16
09:30	0	0	1	1	6	11	2	2	0	0	0	0	0	0	23
09:45	0	0	0	0	5	10	5	1	0	0	0	0	0	0	21
10:00	0	0	1	2	15	34	21	8	1	0	0	0	0	0	82
10:15	0	1	1	1	2	5	4	1	0	0	0	0	0	0	15
10:30	0	0	0	1	3	8	4	1	0	0	0	0	0	0	17
10:45	0	0	0	1	8	1	2	3	1	0	0	0	0	0	16
11:00	0	0	0	1	1	2	4	1	0	0	0	0	0	0	9
11:15	0	1	1	4	14	16	14	6	1	0	0	0	0	0	57
11:30	0	0	0	4	1	9	1	1	0	0	0	0	1	0	17
11:45	0	1	0	5	3	3	1	2	0	0	0	0	0	0	15
12:00	0	0	0	2	5	6	2	1	0	0	0	0	0	0	16
12:15	0	0	0	0	0	3	2	0	1	0	0	0	0	0	6
12:30	0	1	0	11	9	21	6	4	1	0	0	0	1	0	54
12:45	0	0	0	2	2	9	3	1	1	0	0	0	0	0	18
13:00	0	0	0	3	4	2	4	2	0	0	0	0	0	0	15
13:15	0	0	0	2	5	5	3	1	0	0	0	0	0	0	16
13:30	0	0	0	3	2	4	7	3	2	0	0	0	0	0	21
13:45	0	0	0	10	13	20	17	7	3	0	0	0	0	0	70
Total	0	6	7	37	81	153	109	34	6	3	0	0	1	0	437

Reliable Traffic Data Services

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Site Code: 43630101
Station ID: 198
Stanley Rd east of Collins Rd
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Westbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
12 PM	0	0	0	2	10	11	6	0	0	0	0	0	0	0	29
12:15	0	0	0	1	5	6	5	2	0	1	0	0	0	0	20
12:30	0	0	0	1	6	14	4	0	0	0	0	0	0	0	25
12:45	0	0	2	3	4	7	10	1	0	0	0	0	0	0	27
13:00	0	0	2	7	25	38	25	3	0	1	0	0	0	0	101
13:15	0	0	0	5	6	6	6	2	1	0	0	0	0	0	26
13:30	1	0	1	0	7	10	2	0	0	0	0	0	0	0	21
13:45	0	0	0	0	9	17	8	1	1	0	0	0	0	0	36
14:00	0	0	0	2	4	10	7	2	0	0	0	0	0	0	25
14:15	1	0	1	7	26	43	23	5	2	0	0	0	0	0	108
14:30	0	0	0	6	4	6	5	2	0	0	0	0	0	0	23
14:45	0	0	1	2	9	11	10	2	1	0	0	0	0	0	36
15:00	0	0	1	1	6	12	11	1	0	0	0	0	0	0	32
15:15	0	0	0	3	6	11	13	4	0	0	0	0	0	0	37
15:30	0	0	2	12	25	40	39	9	1	0	0	0	0	0	128
15:45	0	0	0	1	9	14	13	6	0	0	0	0	0	0	43
16:00	0	0	0	0	5	15	9	4	0	0	0	0	0	0	33
16:15	0	0	0	3	8	15	9	4	0	0	0	0	0	0	39
16:30	0	0	1	0	11	25	16	3	1	0	0	0	0	0	57
16:45	0	0	1	4	33	69	47	17	1	0	0	0	0	0	172
17:00	0	1	0	3	7	23	23	5	1	0	0	0	0	0	63
17:15	0	1	1	10	18	22	23	5	2	0	0	0	0	0	82
17:30	0	0	0	8	14	39	22	3	1	1	0	0	0	0	88
17:45	4	0	3	4	18	49	21	3	1	0	0	0	0	0	103
18:00	4	2	4	25	57	133	89	16	5	1	0	0	0	0	336
18:15	0	0	2	7	34	66	40	6	0	0	0	0	0	0	155
18:30	0	0	1	5	29	64	32	3	1	0	0	0	0	0	135
18:45	0	0	1	3	13	50	30	3	0	0	0	0	0	0	100
19:00	0	0	4	8	24	30	12	0	0	1	0	0	0	0	79
19:15	0	0	8	23	100	210	114	12	1	1	0	0	0	0	469
19:30	0	0	0	3	16	44	20	6	0	1	0	0	0	0	90
19:45	0	0	0	5	15	28	18	1	1	0	2	0	0	0	70
20:00	0	1	3	4	9	10	6	2	0	0	0	0	0	0	35
20:15	0	0	3	4	8	10	8	1	1	0	0	0	0	0	35
20:30	0	1	6	16	48	92	52	10	2	1	2	0	0	0	230
20:45	0	0	0	6	6	9	5	1	1	0	0	0	0	0	28
21:00	0	0	0	2	3	10	4	1	0	0	0	0	0	0	20
21:15	0	0	0	2	6	6	2	0	0	0	0	0	0	0	16
21:30	0	0	0	6	2	2	0	0	0	0	0	0	0	0	10
21:45	0	0	0	16	17	27	11	2	1	0	0	0	0	0	74
22:00	0	0	0	3	3	7	2	1	0	0	0	0	0	0	16
22:15	0	0	0	2	0	9	3	1	0	0	0	0	0	0	15
22:30	0	0	0	6	2	5	3	3	0	0	0	0	0	0	19
22:45	0	0	1	5	2	5	3	0	0	0	0	0	0	0	16
23:00	0	0	1	16	7	26	11	5	0	0	0	0	0	0	66
23:15	0	0	0	0	5	5	4	0	0	0	0	0	0	0	14
23:30	0	0	1	1	1	2	1	0	0	0	0	0	0	0	6
23:45	0	0	0	1	2	4	5	0	0	0	0	0	0	0	12
24:00	0	0	0	4	3	6	2	1	0	0	0	0	0	0	16
24:15	0	0	1	6	11	17	12	1	0	0	0	0	0	0	48
24:30	0	0	1	0	1	2	3	1	0	0	0	0	0	0	8
24:45	0	0	1	1	0	2	1	0	0	0	0	0	0	0	5
25:00	0	0	1	0	1	3	3	0	0	0	0	0	0	0	8
25:15	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
25:30	0	2	0	3	3	3	0	2	0	0	0	0	0	0	13
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	5	29	137	354	705	431	83	13	4	2	0	0	0	1768
Grand Total	5	11	36	174	435	858	540	117	19	7	2	0	1	0	2205

15th Percentile : 31 MPH
50th Percentile : 37 MPH
85th Percentile : 43 MPH
95th Percentile : 46 MPH

Stats
Mean Speed(Average) : 38 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 1398
Percent in Pace : 63.4%
Number of Vehicles > 35 MPH : 1544
Percent of Vehicles > 35 MPH : 70.0%

Reliable Traffic Data Services

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Info@reliabletraffic.org | www.reliabletraffic.org

Classification Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
10/14/19	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
00:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	2	0	0	0	1	0	1	0	0	0	8
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	8	2	0	0	0	0	0	1	0	0	0	0	0	11
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	0	1	0	0	1	0	0	0	0	0	0	1	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
05:30	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	1	1	0	0	0	4	0	0	0	0	0	9
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15	1	2	0	0	0	1	0	0	2	0	0	0	0	0	6
06:30	0	3	0	0	1	0	0	0	1	0	0	0	0	0	5
06:45	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
	1	11	0	0	1	1	0	0	5	0	0	0	0	0	19
07:00	0	1	0	0	2	1	0	1	2	0	0	0	0	0	7
07:15	0	3	1	0	1	0	0	1	1	0	0	0	0	0	7
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	2	0	3	1	0	2	3	0	0	0	0	0	17
08:00	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15	0	3	0	0	0	0	0	0	3	0	0	0	0	0	6
08:30	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
08:45	0	2	2	1	3	0	0	0	0	0	0	0	0	0	8
	0	6	3	2	7	0	0	0	4	0	0	0	0	0	22
09:00	0	3	1	2	1	0	0	0	0	0	0	0	0	0	7
09:15	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	4	0	0	1	1	0	0	0	0	0	6
09:45	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
	0	5	5	2	8	0	0	1	1	0	0	0	0	0	22
10:00	0	3	1	0	4	0	0	1	0	0	0	0	0	0	9
10:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
10:30	0	4	1	1	0	1	0	0	1	0	0	0	0	0	8
10:45	0	5	2	0	2	0	0	2	1	0	0	0	0	0	12
	0	14	4	1	8	1	0	3	2	0	0	0	0	0	33
11:00	0	10	3	0	2	0	0	5	1	0	0	0	0	0	21
11:15	1	8	1	0	1	0	0	2	1	0	0	0	0	0	14
11:30	0	15	1	0	1	0	0	1	0	0	0	0	0	0	18
11:45	0	10	1	0	3	0	0	2	1	0	0	0	0	0	17
	1	43	6	0	7	0	0	10	3	0	0	0	0	0	70
Total	2	103	24	7	39	3	0	17	24	0	1	1	0	0	221
Percent	0.9%	46.6%	10.9%	3.2%	17.6%	1.4%	0.0%	7.7%	10.9%	0.0%	0.5%	0.5%	0.0%	0.0%	

Reliable Traffic Data Services

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Classification Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	12	2	1	2	0	0	2	0	0	0	0	0	0	19
12:15	0	9	3	1	4	0	0	0	1	0	0	0	0	0	18
12:30	0	4	1	0	2	0	0	1	1	0	0	0	0	0	9
12:45	0	4	1	0	2	1	0	0	0	0	0	1	0	0	9
	0	29	7	2	10	1	0	3	2	0	0	1	0	0	55
13:00	0	12	2	0	5	1	0	0	0	0	0	0	0	0	20
13:15	0	4	3	0	0	0	0	1	1	0	0	0	0	0	9
13:30	0	15	1	0	1	1	0	0	2	0	0	0	0	0	20
13:45	0	5	0	1	3	0	0	0	0	0	0	0	0	0	9
	0	36	6	1	9	2	0	1	3	0	0	0	0	0	58
14:00	0	8	1	0	4	0	0	0	1	0	0	0	0	0	14
14:15	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
14:30	0	2	6	0	1	0	0	1	0	0	0	0	0	0	10
14:45	0	4	1	0	1	0	0	1	2	0	0	0	0	0	9
	0	15	10	1	7	0	0	2	3	0	0	0	0	0	38
15:00	0	19	2	0	1	0	0	0	1	0	0	0	0	0	23
15:15	0	12	2	0	0	0	0	1	0	0	0	0	0	0	15
15:30	0	65	9	0	5	0	0	0	0	0	0	0	0	0	79
15:45	1	19	4	2	3	0	0	0	0	0	0	0	0	0	29
	1	115	17	2	9	0	0	1	1	0	0	0	0	0	146
16:00	0	18	7	0	3	0	0	3	1	0	0	0	0	0	32
16:15	0	12	4	1	6	0	0	1	0	0	0	0	0	0	24
16:30	1	21	5	0	6	0	0	1	0	0	0	0	0	0	34
16:45	0	12	3	0	2	0	0	1	0	0	0	0	0	0	18
	1	63	19	1	17	0	0	6	1	0	0	0	0	0	108
17:00	0	25	5	0	5	0	0	1	1	0	0	0	0	0	37
17:15	0	10	0	0	2	0	0	1	0	0	0	0	0	0	13
17:30	0	17	4	0	1	0	0	0	0	0	0	0	0	0	22
17:45	0	6	1	0	3	0	0	0	0	0	0	0	0	0	10
	0	58	10	0	11	0	0	2	1	0	0	0	0	0	82
18:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
18:15	0	2	0	1	3	0	0	0	0	0	0	0	0	0	6
18:30	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
18:45	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
	1	11	1	1	6	1	0	0	0	0	0	0	0	0	21
19:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
19:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
19:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	11	2	0	2	0	0	1	0	0	0	0	0	0	16
20:00	0	4	1	0	0	0	0	0	1	0	0	1	0	0	7
20:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
20:30	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
20:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
	0	13	5	0	3	0	0	0	1	0	0	1	0	0	23
21:00	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	0	0	1	0	0	0	0	0	1	1	0	0	4
	0	4	1	0	1	0	0	0	0	0	3	1	0	0	10
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	4	0	0	0	0	0	0	0	0	1	0	0	0	5
22:45	0	1	0	0	1	0	0	0	0	0	1	0	0	0	3
	0	12	1	0	1	0	0	0	0	0	2	0	0	0	16
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
Total	3	373	82	8	77	4	0	16	12	0	5	3	0	0	583
Percent	0.5%	64.0%	14.1%	1.4%	13.2%	0.7%	0.0%	2.7%	2.1%	0.0%	0.9%	0.5%	0.0%	0.0%	
Grand Total	5	476	106	15	116	7	0	33	36	0	6	4	0	0	804
Percent	0.6%	59.2%	13.2%	1.9%	14.4%	0.9%	0.0%	4.1%	4.5%	0.0%	0.7%	0.5%	0.0%	0.0%	

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Classification Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
10/14/19	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
04:30	0	21	2	0	1	0	0	0	0	0	0	0	0	0	24
04:45	0	28	9	0	0	1	0	0	0	0	0	0	0	0	38
	0	56	12	0	2	1	0	0	0	0	0	0	0	0	71
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5
05:30	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
05:45	0	9	4	0	0	0	0	0	1	0	1	0	0	0	15
	0	20	6	0	2	0	0	0	3	0	1	0	0	0	32
06:00	0	7	5	0	0	1	0	0	0	0	0	1	0	0	14
06:15	0	14	1	0	2	0	0	0	1	0	0	0	0	0	18
06:30	0	25	9	0	0	0	0	0	2	0	1	0	0	0	37
06:45	0	43	5	0	2	1	0	0	1	0	0	0	0	0	52
	0	89	20	0	4	2	0	0	4	0	1	1	0	0	121
07:00	2	22	3	0	0	0	0	0	0	0	0	0	0	0	27
07:15	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
07:30	0	20	3	0	3	0	0	0	0	0	0	0	0	0	26
07:45	0	30	3	0	0	0	0	0	1	0	0	0	0	0	34
	2	84	14	0	4	0	0	0	1	0	0	0	0	0	105
08:00	0	16	6	0	2	0	0	0	2	0	1	0	0	0	27
08:15	0	10	3	2	2	0	0	0	0	0	0	0	0	0	17
08:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	6	0	1	2	0	0	0	0	0	1	0	0	0	10
	0	38	12	3	6	0	0	0	2	0	2	0	0	0	63
09:00	0	3	1	0	1	0	0	0	0	0	1	0	0	0	6
09:15	0	5	1	0	2	0	0	1	0	0	0	0	0	0	9
09:30	0	3	1	0	3	1	0	0	1	0	0	0	0	0	9
09:45	0	4	2	0	1	0	0	1	0	0	0	0	0	0	8
	0	15	5	0	7	1	0	2	1	0	1	0	0	0	32
10:00	1	6	1	0	3	0	0	1	1	0	0	0	0	0	13
10:15	0	5	0	2	1	0	0	0	0	0	0	0	0	0	8
10:30	1	5	2	0	3	0	0	1	3	0	0	0	0	0	15
10:45	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
	2	18	4	2	8	0	0	3	4	0	0	0	0	0	41
11:00	1	4	2	0	0	0	0	0	1	0	1	0	0	0	9
11:15	0	4	0	1	2	0	0	0	0	0	0	0	0	0	7
11:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	10	0	1	0	0	0	0	0	0	0	0	0	0	11
	1	23	2	2	2	0	0	0	1	0	1	0	0	0	32
Total	5	352	75	7	35	4	0	5	19	0	7	2	0	0	511
Percent	1.0%	68.9%	14.7%	1.4%	6.8%	0.8%	0.0%	1.0%	3.7%	0.0%	1.4%	0.4%	0.0%	0.0%	

Reliable Traffic Data Services

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Classification Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	4	5	1	2	0	0	0	0	0	0	0	0	0	12
12:15	0	11	1	0	2	0	0	1	0	0	0	0	0	0	15
12:30	0	4	6	1	1	1	0	0	2	0	0	0	0	0	15
12:45	1	14	5	0	0	0	0	0	0	0	0	0	0	0	20
	1	33	17	2	5	1	0	1	2	0	0	0	0	0	62
13:00	0	8	4	0	2	1	0	0	1	0	0	0	0	0	16
13:15	2	11	5	0	0	1	0	0	0	0	0	0	0	0	19
13:30	0	7	2	0	3	0	0	0	0	0	0	0	0	0	12
13:45	0	8	3	1	1	0	0	0	0	0	0	0	0	0	13
	2	34	14	1	6	2	0	0	1	0	0	0	0	0	60
14:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
14:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
14:30	0	2	0	0	1	0	0	1	3	0	0	0	0	0	7
14:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	0	17	4	1	1	0	0	1	3	0	0	0	0	0	27
15:00	0	13	0	1	1	0	0	1	1	0	0	0	0	0	17
15:15	0	4	0	0	1	0	0	1	1	0	0	0	0	0	7
15:30	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
15:45	0	2	2	1	3	0	0	3	3	0	0	0	0	0	14
	0	25	2	3	5	0	0	5	5	0	0	0	0	0	45
16:00	0	2	1	0	3	0	0	2	1	0	0	0	0	0	9
16:15	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
16:30	1	3	0	0	0	1	0	0	0	0	0	0	0	0	5
16:45	0	6	2	0	2	0	0	2	2	0	0	0	0	0	14
	1	14	4	0	6	1	0	5	3	0	0	0	0	0	34
17:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
17:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
17:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
17:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	0	10	2	1	2	0	0	3	0	0	0	0	0	0	18
18:00	0	2	0	1	0	0	0	3	0	0	0	0	0	0	6
18:15	1	0	0	0	1	0	0	3	0	0	0	0	0	0	5
18:30	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
18:45	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
	1	11	3	1	3	0	0	8	0	0	0	0	0	0	27
19:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
19:15	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
	0	11	2	0	0	0	0	4	1	0	0	0	0	0	18
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	0	1	3	0	0	0	0	2	0	0	0	0	0	0	6
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	169	53	9	28	4	0	29	15	0	0	0	0	0	312
Percent	1.6%	54.2%	17.0%	2.9%	9.0%	1.3%	0.0%	9.3%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	10	521	128	16	63	8	0	34	34	0	7	2	0	0	823
Percent	1.2%	63.3%	15.6%	1.9%	7.7%	1.0%	0.0%	4.1%	4.1%	0.0%	0.9%	0.2%	0.0%	0.0%	

Reliable Traffic Data Services

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Volume / Speed Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Northbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Total	
11/14/19	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
	0	0	1	0	0	2	4	4	0	0	0	0	0	0	0	11
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:30	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	4	0	3	0	0	0	0	0	0	0	0	9
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	1	0	4	0	1	0	0	0	0	0	0	0	0	6
06:30	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
06:45	0	0	0	0	0	2	2	1	1	1	0	0	0	0	0	7
	1	0	1	0	7	3	4	1	1	1	0	0	0	0	0	19
07:00	1	0	0	2	3	0	0	1	0	0	0	0	0	0	0	7
07:15	0	1	0	0	1	1	3	1	0	0	0	0	0	0	0	7
07:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	1	1	0	3	4	2	4	2	0	0	0	0	0	0	0	17
08:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	6
08:30	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
08:45	0	0	0	0	1	1	4	1	1	0	0	0	0	0	0	8
	0	0	1	3	4	4	8	1	1	0	0	0	0	0	0	22
09:00	0	0	1	0	0	5	0	1	0	0	0	0	0	0	0	7
09:15	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
09:30	0	0	1	0	1	1	2	1	0	0	0	0	0	0	0	6
09:45	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
	0	0	2	0	4	10	3	3	0	0	0	0	0	0	0	22
10:00	0	0	0	0	2	3	0	3	1	0	0	0	0	0	0	9
10:15	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	4
10:30	0	1	0	1	0	5	1	0	0	0	0	0	0	0	0	8
10:45	0	0	2	2	2	2	3	1	0	0	0	0	0	0	0	12
	0	1	3	3	4	12	5	4	1	0	0	0	0	0	0	33
11:00	0	1	0	4	7	3	3	3	0	0	0	0	0	0	0	21
11:15	1	0	1	3	1	5	1	2	0	0	0	0	0	0	0	14
11:30	0	1	1	3	3	5	4	1	0	0	0	0	0	0	0	18
11:45	0	0	1	2	4	7	3	0	0	0	0	0	0	0	0	17
	1	2	3	12	15	20	11	6	0	0	0	0	0	0	0	70
Total	3	4	11	26	46	55	50	22	3	1	0	0	0	0	0	221

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Volume / Speed Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
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Northbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
12 PM	0	0	2	4	2	6	2	1	1	1	0	0	0	0	19
12:15	0	0	2	1	3	3	5	1	3	0	0	0	0	0	18
12:30	0	0	1	2	2	3	1	0	0	0	0	0	0	0	9
12:45	0	0	1	0	4	2	2	0	0	0	0	0	0	0	9
13:00	0	0	6	7	11	14	10	2	4	1	0	0	0	0	55
13:15	0	0	1	2	2	6	4	4	0	1	0	0	0	0	20
13:30	0	0	0	2	2	1	1	3	0	0	0	0	0	0	9
13:45	1	0	0	3	3	3	7	1	0	0	1	0	0	0	19
14:00	0	0	1	3	1	1	3	0	0	0	0	0	0	0	9
14:15	1	0	2	10	8	11	15	8	0	1	1	0	0	0	57
14:30	0	0	0	0	4	4	4	2	0	0	0	0	0	0	14
14:45	0	0	1	0	2	0	2	0	0	0	0	0	0	0	5
15:00	0	0	1	1	1	4	2	1	0	0	0	0	0	0	10
15:15	0	0	0	3	2	1	1	2	0	0	0	0	0	0	9
15:30	0	0	2	4	9	9	9	5	0	0	0	0	0	0	38
15:45	0	1	0	5	2	4	7	3	1	0	0	0	0	0	23
16:00	0	0	0	0	1	2	7	4	1	0	0	0	0	0	15
16:15	0	0	0	5	2	13	32	25	1	1	0	0	0	0	79
16:30	1	0	1	2	1	8	9	6	0	0	1	0	0	0	29
16:45	1	1	1	12	6	27	55	38	3	1	1	0	0	0	146
17:00	0	0	0	1	0	11	15	3	1	1	0	0	0	0	32
17:15	0	0	0	2	2	8	8	4	0	0	0	0	0	0	24
17:30	0	0	0	3	2	8	11	7	1	2	0	0	0	0	34
17:45	0	0	0	2	4	3	6	2	1	0	0	0	0	0	18
18:00	0	0	0	8	8	30	40	16	3	3	0	0	0	0	108
18:15	0	0	1	2	5	9	14	6	0	0	0	0	0	0	37
18:30	1	0	0	0	4	2	4	2	0	0	0	0	0	0	13
18:45	0	0	1	2	2	7	5	5	0	0	0	0	0	0	22
19:00	0	0	0	1	3	3	2	0	1	0	0	0	0	0	10
19:15	1	0	2	5	14	21	25	13	1	0	0	0	0	0	82
19:30	0	0	0	0	2	2	2	1	0	0	0	0	0	0	7
19:45	0	0	1	0	1	3	1	0	0	0	0	0	0	0	6
20:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
20:15	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4
20:30	0	0	1	0	5	6	6	1	1	0	0	0	0	0	20
20:45	0	0	0	1	1	4	0	1	0	0	0	0	0	0	7
21:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	4
21:15	0	0	1	0	5	6	6	1	1	0	0	0	0	0	20
21:30	0	0	0	1	1	4	0	1	0	0	0	0	0	0	7
21:45	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4
22:00	0	0	1	0	1	1	1	0	0	0	0	0	0	0	7
22:15	0	0	0	1	1	2	2	1	0	0	0	0	0	0	7
22:30	0	0	1	0	0	1	3	0	0	0	0	0	0	0	5
22:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	5	3	3	5	0	0	0	0	0	0	16
23:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
23:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	1	3	0	0	0	0	0	0	0	0	5
Total	3	1	17	52	75	139	181	92	13	6	2	0	0	0	581
Grand Total	6	5	28	78	121	194	231	114	16	7	2	0	0	0	802

15th Percentile : 30 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 425
Percent in Pace : 53.0%
Number of Vehicles > 35 MPH : 564
Percent of Vehicles > 35 MPH : 70.3%

Reliable Traffic Data Services

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Volume / Speed Data

Site Code: 43630102

Station ID: 66

Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Southbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Total	
11/14/19	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	3
04:15	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	1	8	8	4	2	0	0	0	1	0	0	24
04:45	0	0	1	0	1	14	13	7	2	0	0	0	0	0	0	38
05:00	0	0	1	1	5	23	24	12	4	0	0	0	1	0	0	71
05:15	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	5
05:30	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
05:45	0	0	1	2	1	4	4	2	1	0	0	0	0	0	0	7
06:00	0	0	1	4	3	9	11	2	2	0	0	0	0	0	0	15
06:15	0	0	1	0	2	5	5	1	0	0	0	0	0	0	0	32
06:30	0	0	0	1	3	6	5	3	0	0	0	0	0	0	0	14
06:45	0	0	0	1	4	14	13	3	2	0	0	0	0	0	0	18
07:00	0	0	0	0	4	17	17	7	3	1	2	0	1	0	0	37
07:15	0	0	1	2	13	42	40	14	5	1	2	0	1	0	0	52
07:30	0	0	0	1	2	5	11	6	0	0	0	0	0	0	0	121
07:45	0	0	0	0	3	2	10	2	1	0	0	0	0	0	0	25
08:00	0	0	0	3	3	5	9	4	2	0	0	0	0	0	0	18
08:15	0	0	0	3	2	11	9	8	1	0	0	0	0	0	0	26
08:30	0	0	0	7	10	23	39	20	4	0	0	0	0	0	0	34
08:45	0	0	0	1	6	7	7	4	1	1	0	0	0	0	0	103
09:00	0	0	0	0	1	5	7	2	2	0	0	0	0	0	0	27
09:15	0	0	0	0	1	5	7	2	2	0	0	0	0	0	0	17
09:30	0	0	1	0	2	4	1	1	0	0	0	0	0	0	0	9
09:45	0	0	0	0	0	6	1	1	2	0	0	0	0	0	0	9
10:00	0	0	1	1	9	22	16	8	5	1	0	0	0	0	0	8
10:15	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	63
10:30	0	0	0	0	1	4	3	0	1	0	0	0	0	0	0	6
10:45	0	0	1	2	0	3	2	1	0	0	0	0	0	0	0	9
11:00	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	9
11:15	0	0	0	2	2	15	8	2	2	0	0	0	0	0	0	7
11:30	0	0	0	2	2	4	1	2	0	2	0	0	0	0	0	13
11:45	0	0	1	1	3	2	0	1	0	0	0	0	0	0	0	8
12:00	0	0	0	1	7	4	2	0	0	0	0	0	0	0	0	14
12:15	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5
12:30	0	0	1	5	12	13	4	3	0	2	0	0	0	0	0	40
12:45	0	0	0	0	1	5	2	0	1	0	0	0	0	0	0	9
13:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7
13:15	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5
13:30	0	0	1	1	2	1	3	2	1	0	0	0	0	0	0	11
13:45	0	0	1	2	6	9	6	6	2	0	0	0	0	0	0	32
Total	0	1	7	25	61	165	150	67	24	4	2	0	2	0	0	508

Reliable Traffic Data Services

Volume / Speed Data

Tel: (770) 578-8158 | Fax: (770) 578-8159
Info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 43630102

Station ID: 66

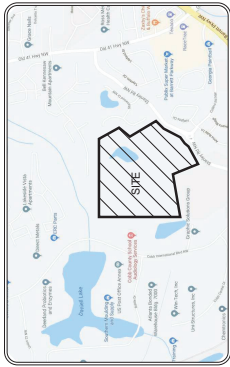
Cobb International Blvd north of
Cobb Center Dr, Kennesaw, GA

Southbound

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Total
12 PM	0	0	0	1	1	4	3	3	0	0	0	0	0	0	12
12:15	0	0	0	0	3	4	7	1	0	0	0	0	0	0	15
12:30	0	0	0	1	3	2	5	2	1	1	0	0	0	0	15
12:45	0	0	0	0	8	9	2	1	0	0	0	0	0	0	20
	0	0	0	2	15	19	17	7	1	1	0	0	0	0	62
13:00	0	0	0	2	5	2	4	2	0	1	0	0	0	0	16
13:15	0	0	0	1	2	6	7	2	0	0	0	0	0	0	18
13:30	0	0	1	2	3	2	2	2	0	0	0	0	0	0	12
13:45	0	0	0	1	3	3	2	4	0	0	0	0	0	0	13
	0	0	1	6	13	13	15	10	0	1	0	0	0	0	59
14:00	0	0	0	1	2	0	3	3	0	0	0	0	0	0	9
14:15	0	0	1	0	1	0	1	0	0	0	0	0	1	0	4
14:30	0	0	0	1	2	0	4	0	0	0	0	0	0	0	7
14:45	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7
	0	0	1	3	7	2	10	3	0	0	0	0	1	0	27
15:00	0	0	0	1	2	3	10	1	0	0	0	0	0	0	17
15:15	0	0	0	1	1	4	0	1	0	0	0	0	0	0	7
15:30	0	0	0	0	1	2	1	2	1	0	0	0	0	0	7
15:45	0	0	0	1	5	6	2	0	0	0	0	0	0	0	14
	0	0	0	3	9	15	13	4	1	0	0	0	0	0	45
16:00	0	0	0	0	2	4	1	2	0	0	0	0	0	0	9
16:15	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
16:30	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
16:45	0	0	0	1	5	2	5	1	0	0	0	0	0	0	14
	0	0	0	2	9	9	9	4	0	0	0	0	0	0	33
17:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
17:15	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
17:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
17:45	0	0	0	0	1	4	2	0	0	0	0	0	0	0	7
	0	0	0	1	4	6	6	0	1	0	0	0	0	0	18
18:00	0	0	0	1	2	2	0	1	0	0	0	0	0	0	6
18:15	0	0	0	1	3	0	0	1	0	0	0	0	0	0	5
18:30	0	1	1	1	0	2	0	0	0	0	0	0	0	0	5
18:45	0	0	0	0	2	2	5	2	0	0	0	0	0	0	11
	0	1	1	3	7	6	5	4	0	0	0	0	0	0	27
19:00	0	0	1	0	0	1	2	0	0	0	0	0	0	0	4
19:15	0	0	0	1	1	1	2	1	0	0	0	0	0	0	6
19:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
19:45	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6
	0	0	1	1	2	5	6	2	1	0	0	0	0	0	18
20:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
20:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	0	0	0	0	3	0	1	1	1	0	0	0	0	0	6
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	0	1	4	22	71	81	87	36	5	2	0	0	1	0	310
Grand Total	0	2	11	47	132	246	237	103	29	6	2	0	3	0	818

15th Percentile : 32 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 40 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 483
Percent in Pace : 59.0%
Number of Vehicles > 35 MPH : 626
Percent of Vehicles > 35 MPH : 76.5%

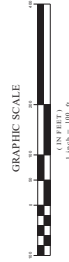


LOCATION MAP
N73

PROJECT INFORMATION	
ACREAGE	446.69 AC
STREET(S)	COBB INTERNATIONAL BLVD.
LOCATION	STANLEY ROAD
JURISDICTION(S)	KENNESAW, GA COBB COUNTY
PARCEL(S)	20033600330
YIELD	
BUILDING COVER	31.4%
IMPERVIOUS COVER	66.2%
GREENSPACE	33.8%
DENSITY	13.692 SF/ACRE
BUILDINGS :	
BUILDING 1	442,465 S.F.
BUILDING 2	196,827 S.F.
TOTAL	639,292 S.F.
PAVEMENT:	
PARKING SPACES	471
REQUIRED	422
TRUCK DOCKS	124
TRAILER STORAGE	120
SERVICES:	
SEWER DEMAND	11,775 GPD
WATER DEMAND	13,540 GPD

ADDITIONAL SITE DATA

- SITE IS LOCATED IN CITY OF KENNESAW, COBB COUNTY, GEORGIA.
- COBB INTERNATIONAL BLVD IS A COBB COUNTY ROAD.
- COBB INTERNATIONAL BLVD IS A 6-30' WIDE ROAD.
- RESIDENTIAL DISTRICT (R-20).
- CURRENT AREA CHARACTERIZED AS RESIDENTIAL TO THE NORTH, INDUSTRIAL TO THE SOUTH, AND COMMERCIAL TO THE EAST.
- COBB INTERNATIONAL AND ZONING IN TO THE EAST.
- ESTIMATED IMPERVIOUS SURFACE AREA - 30.9 AC.
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY.
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY.

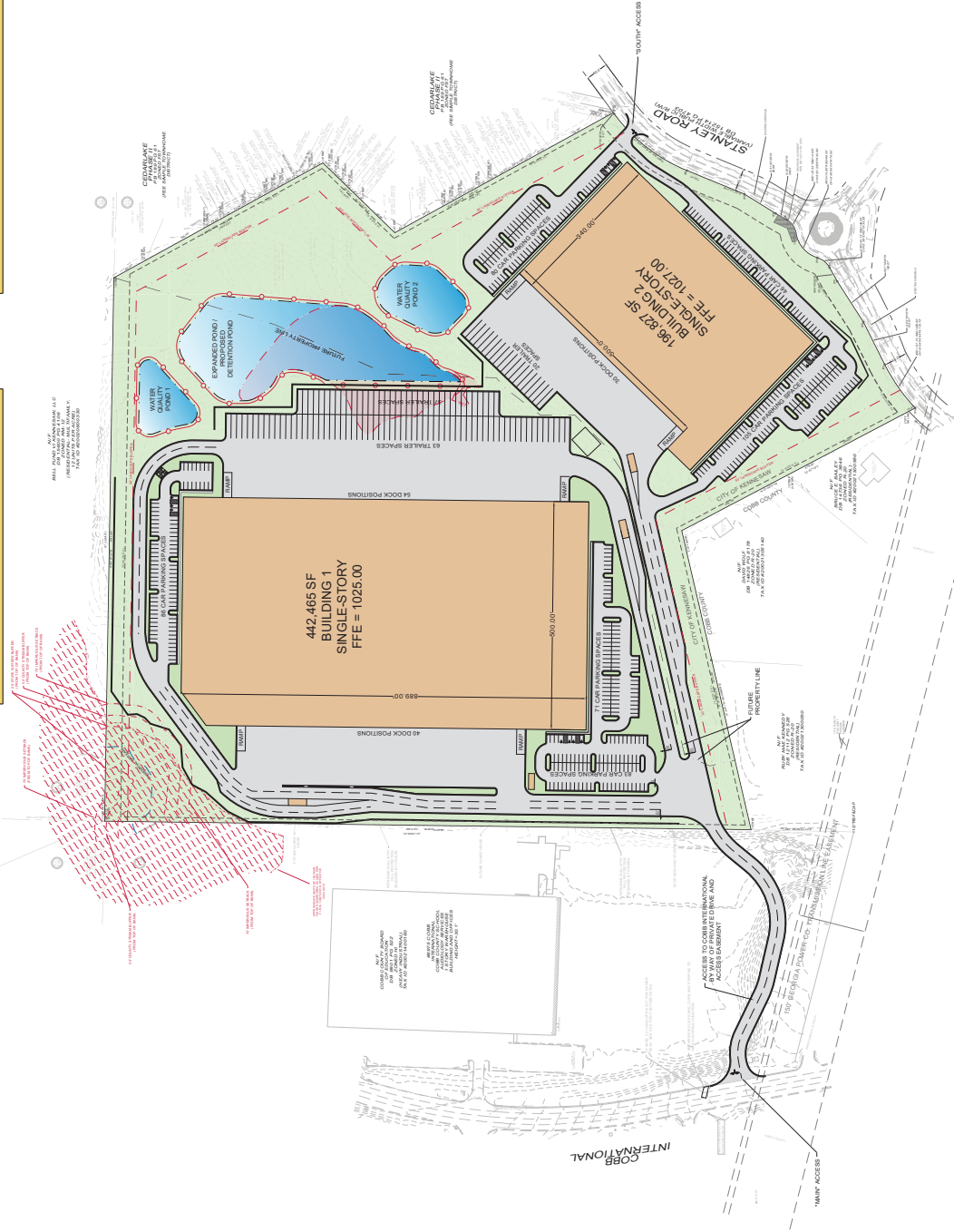


TRAFFIC ENGINEER
N5
CANTON STREET
SUITE G
ROSWELL, GA 30075
CONTACT: RANDY PARKER, P.E.
(770) 316-1452

DEVELOPER
OAKMONT PACOLET ACQUISITIONS LLC
OAKMONT PACOLET ROAD
SUITE 100
ATLANTA, GA 30305
CONTACT: VINCENT AGIALORO
(404) 869-9952

BUILDING 1 DATA:	
TOTAL BUILDING AREA	442,465 SF
TRAILER PARKING	100 SPACES
DOCK DOORS	94 DOORS
AUTO PARKING	240 SPACES

BUILDING 2 DATA:	
TOTAL BUILDING AREA	196,827 SF
TRAILER PARKING	20 SPACES
DOCK DOORS	30 DOORS
AUTO PARKING	231 SPACES



DR# SITE PLAN
OAKMONT COBB INTERNATIONAL
KENNESAW, GA
DR# 3032
NOVEMBER 13, 2019

REVISIONS	DATE	DESCRIPTION
1	12-17-19	DR# REVISION

CIVIL ENGINEER
EBERLY & ASSOCIATES, INC.
2861 FLOWERS ROAD, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
LAND PLANNING
CONTACT: WILLIAM GREER, P.E.
(770) 452-7849

TEL: 770-452-7849 FAX: 770-452-0886
2861 FLOWERS ROAD, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
LAND PLANNING
CONTACT: WILLIAM GREER, P.E.
(770) 452-7849

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution	
		Total	IN	OUT					
Warehousing	TOTAL PROJECT TRIPS	639,292 sf			150	1000 S.F			
	Daily	1,056	528	528			T = 1.58 (X) + 45.54	50%	50%
	AM Peak Hour	102	79	23			T = 0.12 (X) + 25.32	77%	23%
	PM Peak Hour	105	28	77			T = 0.12 (X) + 27.82	27%	73%
Truck Trips									
	Daily	410	205	205			T = 0.64 (X)	50%	50%
	AM Peak Hour	19	15	4			T = 0.03(X)	77%	23%
	PM Peak Hour	26	7	19			T = 0.04(X)	27%	73%
Personal Vehicle Trips									
	Daily	646	323	323				50%	50%
	AM Peak Hour	83	64	19				77%	23%
	PM Peak Hour	79	21	58				27%	73%

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	59	8	189	207	350	9	656	146	1497	1740	203
Future Volume (vph)	36	59	8	189	207	350	9	656	146	1497	1740	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3477		1610	3352	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3477		1610	3352	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	36	60	8	191	209	354	9	663	147	1512	1758	205
RTOR Reduction (vph)	0	6	0	0	0	154	0	0	111	0	0	63
Lane Group Flow (vph)	36	62	0	130	270	200	9	663	36	1512	1758	142
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 5 1!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	9.0	9.0		17.3	17.3	97.6	4.0	41.8	41.8	80.3	119.1	119.1
Effective Green, g (s)	9.0	9.0		17.3	17.3	97.6	4.0	41.8	41.8	80.3	119.1	119.1
Actuated g/C Ratio	0.05	0.05		0.10	0.10	0.57	0.02	0.24	0.24	0.47	0.69	0.69
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	92	181		161	336	1577	41	858	383	1599	2444	1093
v/s Ratio Prot	c0.02	0.02		c0.08	0.08	0.07	0.01	c0.19		c0.44	0.50	
v/s Ratio Perm									0.02			0.09
v/c Ratio	0.39	0.34		0.81	0.80	0.13	0.22	0.77	0.09	0.95	0.72	0.13
Uniform Delay, d1	79.0	78.9		75.9	75.9	17.5	82.7	60.9	50.6	44.0	16.4	9.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	1.1		24.8	13.0	0.0	2.7	6.7	0.5	11.9	1.9	0.2
Delay (s)	81.8	80.0		100.7	88.9	17.5	85.4	67.6	51.1	55.9	18.2	9.3
Level of Service	F	E		F	F	B	F	E	D	E	B	A
Approach Delay (s)		80.6			57.4			64.8			34.1	
Approach LOS		F			E			E			C	
Intersection Summary												
HCM 2000 Control Delay			43.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			172.4				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			92.5%				ICU Level of Service			F		
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	382	179	14	363	106	1441	19	1851	83	808	775	89
Future Volume (vph)	382	179	14	363	106	1441	19	1851	83	808	775	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3501		1610	3286	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3501		1610	3286	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	415	195	15	395	115	1566	21	2012	90	878	842	97
RTOR Reduction (vph)	0	2	0	0	0	18	0	0	51	0	0	39
Lane Group Flow (vph)	415	208	0	197	313	1548	21	2012	39	878	842	58
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 5 1 2!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	42.0	42.0		24.0	24.0	186.0	7.0	105.0	105.0	45.0	143.0	143.0
Effective Green, g (s)	42.0	42.0		24.0	24.0	186.0	7.0	105.0	105.0	45.0	143.0	143.0
Actuated g/C Ratio	0.18	0.18		0.10	0.10	0.78	0.03	0.44	0.44	0.19	0.60	0.60
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	309	612		161	328	2159	51	1548	692	643	2108	943
v/s Ratio Prot	c0.23	0.06		c0.12	0.10	0.56	0.01	c0.57		c0.26	0.24	
v/s Ratio Perm									0.02			0.04
v/c Ratio	1.34	0.34		1.22	1.18dl	0.72	0.41	1.30	0.06	1.37	0.40	0.06
Uniform Delay, d1	99.0	86.8		108.0	107.5	13.7	114.5	67.5	38.9	97.5	25.7	20.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	174.5	0.3		143.5	37.4	1.2	5.3	139.8	0.2	174.3	0.6	0.1
Delay (s)	273.5	87.2		251.5	144.9	14.8	119.8	207.3	39.1	271.8	26.3	20.5
Level of Service	F	F		F	F	B	F	F	D	F	C	C
Approach Delay (s)		210.9			56.9			199.3			144.6	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM 2000 Control Delay			140.9				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.31									
Actuated Cycle Length (s)			240.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			137.7%				ICU Level of Service			H		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	327	1391	30	31	514	70	126	189	115	69	71	161
Future Volume (vph)	327	1391	30	31	514	70	126	189	115	69	71	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3528		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.35	1.00		0.14	1.00	1.00	0.48	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	659	3528		264	3539	1583	903	1863	1583	1169	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	359	1529	33	34	565	77	138	208	126	76	78	177
RTOR Reduction (vph)	0	1	0	0	0	40	0	0	57	0	0	159
Lane Group Flow (vph)	359	1561	0	34	565	37	138	208	69	76	78	18
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	86.7	86.7		62.9	62.9	62.9	32.7	32.7	32.7	13.8	13.8	13.8
Effective Green, g (s)	86.7	86.7		62.9	62.9	62.9	32.7	32.7	32.7	13.8	13.8	13.8
Actuated g/C Ratio	0.65	0.65		0.47	0.47	0.47	0.25	0.25	0.25	0.10	0.10	0.10
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	577	2308		125	1680	751	305	459	390	121	194	164
v/s Ratio Prot	0.08	c0.44			0.16		0.04	c0.11			0.04	
v/s Ratio Perm	0.32			0.13		0.02	0.07		0.04	c0.07		0.01
v/c Ratio	0.62	0.68		0.27	0.34	0.05	0.45	0.45	0.18	0.63	0.40	0.11
Uniform Delay, d1	11.2	14.2		21.0	21.8	18.7	40.9	42.3	39.3	56.9	55.5	53.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.6		5.3	0.5	0.1	1.1	0.7	0.2	9.8	1.4	0.3
Delay (s)	13.3	15.8		26.3	22.3	18.8	42.0	43.0	39.5	66.7	56.9	54.1
Level of Service	B	B		C	C	B	D	D	D	E	E	D
Approach Delay (s)		15.3			22.1			41.8			57.6	
Approach LOS		B			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			24.5		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			132.5		Sum of lost time (s)					25.7		
Intersection Capacity Utilization			88.7%		ICU Level of Service					E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	626	56	46	1547	41	101	49	15	62	195	488
Future Volume (vph)	129	626	56	46	1547	41	101	49	15	62	195	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3496		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.05	1.00		0.39	1.00	1.00	0.44	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	94	3496		721	3539	1583	827	1863	1583	1349	1863	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.00	0.98
Adj. Flow (vph)	132	639	57	47	1579	42	103	50	15	63	195	498
RTOR Reduction (vph)	0	5	0	0	0	21	0	0	10	0	0	109
Lane Group Flow (vph)	132	691	0	47	1579	21	103	50	5	63	195	389
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	87.9	87.9		72.9	72.9	72.9	48.3	48.3	48.3	37.7	37.7	37.7
Effective Green, g (s)	87.9	87.9		72.9	72.9	72.9	48.3	48.3	48.3	37.7	37.7	37.7
Actuated g/C Ratio	0.59	0.59		0.49	0.49	0.49	0.32	0.32	0.32	0.25	0.25	0.25
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	153	2058		352	1728	772	294	602	512	340	470	399
v/s Ratio Prot	c0.05	0.20			c0.45		c0.01	0.03			0.10	
v/s Ratio Perm	0.46			0.07		0.01	0.10		0.00	0.05		c0.25
v/c Ratio	0.86	0.34		0.13	0.91	0.03	0.35	0.08	0.01	0.19	0.41	0.97
Uniform Delay, d1	42.3	15.7		20.9	35.3	19.8	40.1	35.1	34.3	43.8	46.6	55.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.2	0.4		0.8	9.0	0.1	0.7	0.1	0.0	0.3	0.6	38.1
Delay (s)	78.5	16.2		21.7	44.3	19.9	40.8	35.2	34.3	44.0	47.2	93.4
Level of Service	E	B		C	D	B	D	D	C	D	D	F
Approach Delay (s)		26.1			43.0			38.5			77.4	
Approach LOS		C			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			46.3		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			149.3		Sum of lost time (s)					25.7		
Intersection Capacity Utilization			94.7%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228

AM Existing

Intersection

Intersection Delay, s/veh 5.5

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	449	223	136
Demand Flow Rate, veh/h	458	228	139
Vehicles Circulating, veh/h	10	304	180
Vehicles Exiting, veh/h	309	164	352
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	5.8	4.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	458	228	139
Cap Entry Lane, veh/h	1366	1012	1148
Entry HV Adj Factor	0.980	0.978	0.978
Flow Entry, veh/h	449	223	136
Cap Entry, veh/h	1339	990	1124
V/C Ratio	0.335	0.225	0.121
Control Delay, s/veh	5.7	5.8	4.2
LOS	A	A	A
95th %tile Queue, veh	1	1	0

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228

PM Existing

Intersection

Intersection Delay, s/veh 6.8

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	245	398	401
Demand Flow Rate, veh/h	250	406	409
Vehicles Circulating, veh/h	32	135	362
Vehicles Exiting, veh/h	739	147	179
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	6.3	8.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	250	406	409
Cap Entry Lane, veh/h	1336	1202	954
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	245	398	401
Cap Entry, veh/h	1309	1179	935
V/C Ratio	0.187	0.338	0.429
Control Delay, s/veh	4.3	6.3	8.9
LOS	A	A	A
95th %tile Queue, veh	1	2	2

HCM 6th TWSC
4: Old 41 Hwy & Stanley Rd/Private Dr

DRI 3032 Oakmont Cobb International 2019228
AM Existing

Intersection

Int Delay, s/veh 15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	181	63	0	0	1	37	349	0	0	458	79
Future Vol, veh/h	143	181	63	0	0	1	37	349	0	0	458	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	191	66	0	0	1	39	367	0	0	482	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	928	927	482	1097	1010	367	565	0	0	367	0	0
Stage 1	482	482	-	445	445	-	-	-	-	-	-	-
Stage 2	446	445	-	652	565	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	268	584	191	240	678	1007	-	-	1192	-	-
Stage 1	565	553	-	592	575	-	-	-	-	-	-	-
Stage 2	591	575	-	457	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	240	258	584	66	231	678	1007	-	-	1192	-	-
Mov Cap-2 Maneuver	240	258	-	66	231	-	-	-	-	-	-	-
Stage 1	543	553	-	569	553	-	-	-	-	-	-	-
Stage 2	567	553	-	266	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53	10.3	0.8	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	240	301	678	1192	-	-
HCM Lane V/C Ratio	0.039	-	-	0.627	0.853	0.002	-	-	-
HCM Control Delay (s)	8.7	-	-	42.3	59.3	10.3	0	-	-
HCM Lane LOS	A	-	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8	7.4	0	0	-	-

HCM 6th TWSC
4: Old 41 Hwy & Stanley Rd/Private Dr

DRI 3032 Oakmont Cobb International 2019228
PM Existing

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	0	99	1	0	1	110	358	0	0	652	363
Future Vol, veh/h	63	0	99	1	0	1	110	358	0	0	652	363
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	100	100	100	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	0	99	1	0	1	112	365	0	0	665	370

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1255	1254	665	1489	1624	365	1035	0	0	365	0	0
Stage 1	665	665	-	589	589	-	-	-	-	-	-	-
Stage 2	590	589	-	900	1035	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	148	172	460	102	102	680	672	-	-	1194	-	-
Stage 1	449	458	-	494	495	-	-	-	-	-	-	-
Stage 2	494	495	-	333	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	143	460	70	85	680	672	-	-	1194	-	-
Mov Cap-2 Maneuver	129	143	-	70	85	-	-	-	-	-	-	-
Stage 1	374	458	-	412	412	-	-	-	-	-	-	-
Stage 2	411	412	-	261	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.9	33.6	2.7	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	129	460	128	1194	-	-
HCM Lane V/C Ratio	0.167	-	-	0.498	0.215	0.016	-	-	-
HCM Control Delay (s)	11.4	-	-	57.9	15	33.6	0	-	-
HCM Lane LOS	B	-	-	F	C	D	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	2.3	0.8	0	0	-	-

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	59	8	189	207	350	9	656	146	1497	1740	203
Future Volume (vph)	36	59	8	189	207	350	9	656	146	1497	1740	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7339		4990	7426	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7339		4990	7426	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	36	60	8	191	209	354	9	663	147	1512	1758	205
RTOR Reduction (vph)	0	0	7	0	0	198	0	39	0	0	19	0
Lane Group Flow (vph)	36	60	1	191	209	156	9	771	0	1512	1944	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	4.3	9.2	9.2	10.8	15.7	39.1	4.0	16.2		28.3	41.5	
Effective Green, g (s)	4.3	9.2	9.2	10.8	15.7	39.1	4.0	16.2		28.3	41.5	
Actuated g/C Ratio	0.05	0.10	0.10	0.12	0.18	0.44	0.05	0.18		0.32	0.47	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	193	164	418	330	1594	80	1343		1595	3482	
v/s Ratio Prot	0.01	c0.03		0.06	c0.11	0.04	0.01	0.11		c0.30	c0.26	
v/s Ratio Perm			0.00									
v/c Ratio	0.22	0.31	0.01	0.46	0.63	0.10	0.11	0.57		0.95	0.56	
Uniform Delay, d1	40.5	36.7	35.5	36.1	33.7	14.4	40.5	33.0		29.4	16.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.9	0.0	0.8	3.9	0.0	0.6	1.8		12.2	0.7	
Delay (s)	41.1	37.6	35.6	36.9	37.7	14.4	41.2	34.8		41.6	17.6	
Level of Service	D	D	D	D	D	B	D	C		D	B	
Approach Delay (s)		38.7			26.6			34.9			28.0	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			88.5			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			68.9%			ICU Level of Service			C			
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	382	179	14	363	106	1441	19	1851	83	808	775	89
Future Volume (vph)	382	179	14	363	106	1441	19	1851	83	808	775	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7427	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7427	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	415	195	15	395	115	1566	21	2012	90	878	842	97
RTOR Reduction (vph)	0	0	13	0	0	615	0	7	0	0	20	0
Lane Group Flow (vph)	415	195	2	395	115	951	21	2095	0	878	919	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	15.1	14.1	14.1	15.9	14.9	32.9	5.0	27.0		17.0	39.0	
Effective Green, g (s)	15.1	14.1	14.1	15.9	14.9	32.9	5.0	27.0		17.0	39.0	
Actuated g/C Ratio	0.15	0.14	0.14	0.16	0.15	0.34	0.05	0.28		0.17	0.40	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	528	268	227	556	283	1211	90	2065		865	2955	
v/s Ratio Prot	0.12	c0.10		0.12	0.06	c0.26	0.01	c0.28		c0.18	0.12	
v/s Ratio Perm			0.00									
v/c Ratio	0.79	0.73	0.01	0.71	0.41	0.79	0.23	1.01		1.02	0.31	
Uniform Delay, d1	39.9	40.1	36.0	38.9	37.6	29.4	44.7	35.5		40.5	20.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	9.5	0.0	4.3	1.0	3.4	1.3	23.5		34.4	0.3	
Delay (s)	47.5	49.6	36.0	43.1	38.5	32.8	46.0	59.0		74.9	20.5	
Level of Service	D	D	D	D	D	C	D	E		E	C	
Approach Delay (s)		47.8			35.1			58.8			46.8	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			47.1			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			98.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			82.1%			ICU Level of Service			E			
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	61	8	195	213	361	9	676	150	1542	1793	209
Future Volume (vph)	37	61	8	195	213	361	9	676	150	1542	1793	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3479		1610	3352	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3479		1610	3352	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	37	62	8	197	215	365	9	683	152	1558	1811	211
RTOR Reduction (vph)	0	6	0	0	0	149	0	0	117	0	0	64
Lane Group Flow (vph)	37	64	0	134	278	216	9	683	35	1558	1811	147
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 5 1!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	9.1	9.1		16.7	16.7	99.4	4.0	40.3	40.3	82.7	120.0	120.0
Effective Green, g (s)	9.1	9.1		16.7	16.7	99.4	4.0	40.3	40.3	82.7	120.0	120.0
Actuated g/C Ratio	0.05	0.05		0.10	0.10	0.58	0.02	0.23	0.23	0.48	0.69	0.69
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	93	183		155	323	1603	40	825	369	1642	2457	1099
v/s Ratio Prot	c0.02	0.02		c0.08	0.08	0.08	0.01	c0.19		c0.45	0.51	
v/s Ratio Perm									0.02			0.09
v/c Ratio	0.40	0.35		0.86	0.86	0.13	0.23	0.83	0.10	0.95	0.74	0.13
Uniform Delay, d1	79.2	79.0		76.9	76.9	16.9	82.9	63.0	52.0	43.0	16.5	8.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	1.2		36.1	20.2	0.0	2.9	9.4	0.5	12.1	2.0	0.3
Delay (s)	82.0	80.2		113.0	97.1	16.9	85.7	72.3	52.5	55.1	18.5	9.1
Level of Service	F	F		F	F	B	F	E	D	E	B	A
Approach Delay (s)		80.8			62.2			68.9			33.9	
Approach LOS		F			E			E			C	
Intersection Summary												
HCM 2000 Control Delay			44.5			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			172.8			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			94.5%			ICU Level of Service			F			
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	184	14	374	109	1485	20	1907	86	832	798	92
Future Volume (vph)	394	184	14	374	109	1485	20	1907	86	832	798	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3502		1610	3286	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3502		1610	3286	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	428	200	15	407	118	1614	22	2073	93	904	867	100
RTOR Reduction (vph)	0	3	0	0	0	26	0	0	58	0	0	50
Lane Group Flow (vph)	428	212	0	203	322	1588	22	2073	35	904	867	50
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 5 1!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	39.0	39.0		49.0	49.0	87.0	7.0	90.0	90.0	38.0	121.0	121.0
Effective Green, g (s)	39.0	39.0		49.0	49.0	87.0	7.0	90.0	90.0	38.0	121.0	121.0
Actuated g/C Ratio	0.16	0.16		0.20	0.20	0.36	0.03	0.38	0.38	0.16	0.50	0.50
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	287	569		328	670	1010	51	1327	593	543	1784	798
v/s Ratio Prot	c0.24	0.06		0.13	0.10	c0.57	0.01	c0.59		c0.26	0.24	
v/s Ratio Perm									0.02			0.03
v/c Ratio	1.49	0.37		0.62	0.48	1.57	0.43	1.56	0.06	1.66	0.49	0.06
Uniform Delay, d1	100.5	89.6		87.0	84.3	76.5	114.5	75.0	47.9	101.0	39.1	30.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	238.7	0.4		3.5	0.5	262.3	5.8	256.7	0.2	307.3	1.0	0.2
Delay (s)	339.2	90.0		90.5	84.8	338.8	120.3	331.7	48.1	408.3	40.0	30.6
Level of Service	F	F		F	F	F	F	F	D	F	D	C
Approach Delay (s)		255.9			277.0			317.5			217.4	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			271.7				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.57									
Actuated Cycle Length (s)			240.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			141.5%				ICU Level of Service			H		
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	1433	31	32	530	72	130	195	118	71	73	166
Future Volume (vph)	337	1433	31	32	530	72	130	195	118	71	73	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3528		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.35	1.00		0.13	1.00	1.00	0.49	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	652	3528		245	3539	1583	921	1863	1583	1163	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	370	1575	34	35	582	79	143	214	130	78	80	182
RTOR Reduction (vph)	0	1	0	0	0	40	0	0	54	0	0	139
Lane Group Flow (vph)	370	1608	0	35	582	39	143	214	76	78	80	43
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6			2		7	4			8	1
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	94.7	94.7		69.9	69.9	69.9	34.1	34.1	34.1	14.8	14.8	33.3
Effective Green, g (s)	94.7	94.7		69.9	69.9	69.9	34.1	34.1	34.1	14.8	14.8	33.3
Actuated g/C Ratio	0.67	0.67		0.49	0.49	0.49	0.24	0.24	0.24	0.10	0.10	0.23
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	580	2354		120	1743	779	299	447	380	121	194	371
v/s Ratio Prot	0.08	c0.46			0.16		0.04	c0.11			0.04	0.01
v/s Ratio Perm	0.34			0.14		0.02	0.07		0.05	c0.07		0.01
v/c Ratio	0.64	0.68		0.29	0.33	0.05	0.48	0.48	0.20	0.64	0.41	0.12
Uniform Delay, d1	11.3	14.4		21.3	21.9	18.7	44.7	46.3	43.0	61.0	59.5	42.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	1.6		6.1	0.5	0.1	1.2	0.8	0.3	11.2	1.4	0.1
Delay (s)	13.6	16.1		27.4	22.4	18.8	45.9	47.1	43.3	72.2	60.9	42.8
Level of Service	B	B		C	C	B	D	D	D	E	E	D
Approach Delay (s)		15.6			22.2			45.7			53.8	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			24.8			HCM 2000 Level of Service					C	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			141.9			Sum of lost time (s)				25.7		
Intersection Capacity Utilization			90.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	645	58	47	1594	42	104	50	15	64	201	503
Future Volume (vph)	133	645	58	47	1594	42	104	50	15	64	201	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3496		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.05	1.00		0.38	1.00	1.00	0.44	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	94	3496		706	3539	1583	815	1863	1583	1348	1863	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.00	0.98
Adj. Flow (vph)	136	658	59	48	1627	43	106	51	15	65	201	513
RTOR Reduction (vph)	0	5	0	0	0	22	0	0	10	0	0	107
Lane Group Flow (vph)	136	712	0	48	1627	21	106	51	5	65	201	406
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	87.9	87.9		72.9	72.9	72.9	49.0	49.0	49.0	38.4	38.4	38.4
Effective Green, g (s)	87.9	87.9		72.9	72.9	72.9	49.0	49.0	49.0	38.4	38.4	38.4
Actuated g/C Ratio	0.59	0.59		0.49	0.49	0.49	0.33	0.33	0.33	0.26	0.26	0.26
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	152	2048		343	1719	769	293	608	517	345	476	405
v/s Ratio Prot	c0.05	0.20			c0.46		c0.01	0.03			0.11	
v/s Ratio Perm	0.47			0.07		0.01	0.11		0.00	0.05		c0.26
v/c Ratio	0.89	0.35		0.14	0.95	0.03	0.36	0.08	0.01	0.19	0.42	1.00
Uniform Delay, d1	44.2	16.1		21.3	36.7	20.1	40.4	35.0	34.1	43.6	46.5	55.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.3	0.5		0.9	12.3	0.1	0.8	0.1	0.0	0.3	0.6	45.3
Delay (s)	87.5	16.6		22.1	49.0	20.1	41.1	35.0	34.1	43.9	47.2	101.1
Level of Service	F	B		C	D	C	D	D	C	D	D	F
Approach Delay (s)		27.9			47.5			38.7			82.4	
Approach LOS		C			D			D			F	
Intersection Summary												
HCM 2000 Control Delay			50.0		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			150.0		Sum of lost time (s)					25.7		
Intersection Capacity Utilization			97.1%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228
AM No Build

Intersection

Intersection Delay, s/veh 5.6

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	462	230	140
Demand Flow Rate, veh/h	471	235	143
Vehicles Circulating, veh/h	10	313	186
Vehicles Exiting, veh/h	319	168	362
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.8	6.0	4.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	471	235	143
Cap Entry Lane, veh/h	1366	1003	1141
Entry HV Adj Factor	0.981	0.979	0.979
Flow Entry, veh/h	462	230	140
Cap Entry, veh/h	1340	981	1117
V/C Ratio	0.345	0.234	0.125
Control Delay, s/veh	5.8	6.0	4.3
LOS	A	A	A
95th %tile Queue, veh	2	1	0

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228
PM No Build

Intersection

Intersection Delay, s/veh 7.0

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	252	410	414
Demand Flow Rate, veh/h	257	418	423
Vehicles Circulating, veh/h	33	139	373
Vehicles Exiting, veh/h	763	151	184
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	6.4	9.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	257	418	423
Cap Entry Lane, veh/h	1334	1197	943
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	252	410	414
Cap Entry, veh/h	1308	1175	923
V/C Ratio	0.193	0.349	0.448
Control Delay, s/veh	4.4	6.4	9.3
LOS	A	A	A
95th %tile Queue, veh	1	2	2

AM No Build

Synchro 10 Report
AM No Build

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

4: Old 41 Hwy & Stanley Rd/Private Dr

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	102	1	0	1	113	369	0	0	672	374
Future Volume (vph)	65	0	102	1	0	1	113	369	0	0	672	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85			0.93		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			1695		1770	1863			1863	1583
Flt Permitted	0.76	1.00			0.83		0.34	1.00			1.00	1.00
Satd. Flow (perm)	1409	1583			1443		641	1863			1863	1583
Peak-hour factor, PHF	0.98	0.98	1.00	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	0	102	1	0	1	115	377	0	0	686	382
RTOR Reduction (vph)	0	89	0	0	2	0	0	0	0	0	0	122
Lane Group Flow (vph)	66	13	0	0	0	0	115	377	0	0	686	260
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	6.7	6.7			6.7		35.6	35.6			35.6	35.6
Effective Green, g (s)	6.7	6.7			6.7		35.6	35.6			35.6	35.6
Actuated g/C Ratio	0.13	0.13			0.13		0.68	0.68			0.68	0.68
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	180	202			184		436	1268			1268	1077
v/s Ratio Prot		0.01						0.20			c0.37	
v/s Ratio Perm	c0.05				0.00		0.18					0.16
v/c Ratio	0.37	0.06			0.00		0.26	0.30			0.54	0.24
Uniform Delay, d1	20.9	20.0			19.9		3.2	3.3			4.2	3.2
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.1			0.0		1.5	0.6			1.7	0.5
Delay (s)	22.1	20.2			19.9		4.7	3.9			5.9	3.7
Level of Service	C	C			B		A	A			A	A
Approach Delay (s)		20.9			19.9			4.1			5.1	
Approach LOS		C			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.4				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			52.3				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			60.5%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	61	8	195	213	361	9	676	150	1542	1793	209
Future Volume (vph)	37	61	8	195	213	361	9	676	150	1542	1793	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7338		4990	7426	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7338		4990	7426	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	37	62	8	197	215	365	9	683	152	1558	1811	211
RTOR Reduction (vph)	0	0	7	0	0	203	0	39	0	0	19	0
Lane Group Flow (vph)	37	62	1	197	215	162	9	796	0	1558	2003	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	4.4	9.3	9.3	11.0	15.9	39.3	4.0	16.2		28.3	41.5	
Effective Green, g (s)	4.4	9.3	9.3	11.0	15.9	39.3	4.0	16.2		28.3	41.5	
Actuated g/C Ratio	0.05	0.10	0.10	0.12	0.18	0.44	0.05	0.18		0.32	0.47	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	170	195	165	425	333	1597	79	1338		1590	3470	
v/s Ratio Prot	0.01	c0.03		0.06	c0.12	0.04	0.01	0.11		c0.31	c0.27	
v/s Ratio Perm			0.00									
v/c Ratio	0.22	0.32	0.01	0.46	0.65	0.10	0.11	0.59		0.98	0.58	
Uniform Delay, d1	40.5	36.8	35.6	36.2	33.8	14.4	40.7	33.3		30.0	17.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.9	0.0	0.8	4.3	0.0	0.6	2.0		17.7	0.7	
Delay (s)	41.2	37.8	35.6	37.0	38.1	14.5	41.3	35.2		47.7	18.0	
Level of Service	D	D	D	D	D	B	D	D		D	B	
Approach Delay (s)		38.8			26.7			35.3			30.9	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			31.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			88.8			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			70.2%			ICU Level of Service			C			
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	184	14	374	109	1485	20	1907	86	832	798	92
Future Volume (vph)	394	184	14	374	109	1485	20	1907	86	832	798	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7427	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7427	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	428	200	15	407	118	1614	22	2073	93	904	867	100
RTOR Reduction (vph)	0	0	13	0	0	615	0	7	0	0	21	0
Lane Group Flow (vph)	428	200	2	407	118	999	22	2159	0	904	946	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	15.3	14.3	14.3	16.0	15.0	33.0	5.0	27.0		17.0	39.0	
Effective Green, g (s)	15.3	14.3	14.3	16.0	15.0	33.0	5.0	27.0		17.0	39.0	
Actuated g/C Ratio	0.16	0.15	0.15	0.16	0.15	0.34	0.05	0.27		0.17	0.40	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	534	271	230	558	284	1211	90	2058		862	2946	
v/s Ratio Prot	0.12	c0.11		0.12	0.06	c0.28	0.01	c0.29		c0.18	0.13	
v/s Ratio Perm			0.00									
v/c Ratio	0.80	0.74	0.01	0.73	0.42	0.82	0.24	1.05		1.05	0.32	
Uniform Delay, d1	40.0	40.2	35.9	39.1	37.7	30.0	44.8	35.6		40.6	20.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.5	10.0	0.0	4.8	1.0	4.7	1.4	34.1		44.2	0.3	
Delay (s)	48.5	50.2	36.0	43.8	38.7	34.7	46.3	69.8		84.9	20.8	
Level of Service	D	D	D	D	D	C	D	E		F	C	
Approach Delay (s)		48.7			36.7			69.5			51.7	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			52.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			98.3									
Intersection Capacity Utilization			84.1%									
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	71	9	195	243	361	16	676	150	1542	1793	230
Future Volume (vph)	43	71	9	195	243	361	16	676	150	1542	1793	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3480		1610	3360	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3480		1610	3360	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	43	72	9	197	245	365	16	683	152	1558	1811	232
RTOR Reduction (vph)	0	6	0	0	0	136	0	0	117	0	0	74
Lane Group Flow (vph)	43	75	0	144	298	229	16	683	35	1558	1811	158
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 1 5!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	9.7	9.7		17.9	17.9	100.4	5.0	39.5	39.5	82.5	118.0	118.0
Effective Green, g (s)	9.7	9.7		17.9	17.9	100.4	5.0	39.5	39.5	82.5	118.0	118.0
Actuated g/C Ratio	0.06	0.06		0.10	0.10	0.58	0.03	0.23	0.23	0.48	0.68	0.68
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	98	194		166	346	1611	50	805	360	1631	2405	1076
v/s Ratio Prot	c0.02	0.02		c0.09	0.09	0.08	0.01	c0.19		c0.45	0.51	
v/s Ratio Perm									0.02			0.10
v/c Ratio	0.44	0.39		0.87	0.86	0.14	0.32	0.85	0.10	0.96	0.75	0.15
Uniform Delay, d1	79.3	79.1		76.7	76.6	16.8	82.6	64.2	53.0	43.8	18.2	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	1.3		34.8	19.2	0.0	3.7	10.8	0.5	13.1	2.2	0.3
Delay (s)	82.4	80.4		111.5	95.8	16.9	86.3	75.0	53.5	56.9	20.5	10.2
Level of Service	F	F		F	F	B	F	E	D	E	C	B
Approach Delay (s)		81.1			62.9			71.4			35.6	
Approach LOS		F			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			46.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			173.6				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			95.1%				ICU Level of Service			F		
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	413	216	21	374	120	1485	23	1907	86	832	798	99
Future Volume (vph)	413	216	21	374	120	1485	23	1907	86	832	798	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		0.91	0.91	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3492		1610	3290	2787	1770	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3492		1610	3290	2787	1770	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	449	235	23	407	130	1614	25	2073	93	904	867	108
RTOR Reduction (vph)	0	3	0	0	0	26	0	0	58	0	0	54
Lane Group Flow (vph)	449	255	0	203	334	1588	25	2073	35	904	867	54
Turn Type	Split	NA		Split	NA	custom	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		7	7	7 5 1!	1	6!		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	40.0	40.0		48.0	48.0	86.0	9.0	90.0	90.0	38.0	119.0	119.0
Effective Green, g (s)	40.0	40.0		48.0	48.0	86.0	9.0	90.0	90.0	38.0	119.0	119.0
Actuated g/C Ratio	0.17	0.17		0.20	0.20	0.36	0.04	0.38	0.38	0.16	0.50	0.50
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	295	582		322	658	998	66	1327	593	543	1754	784
v/s Ratio Prot	c0.25	0.07		0.13	0.10	c0.57	0.01	c0.59		c0.26	0.24	
v/s Ratio Perm									0.02			0.03
v/c Ratio	1.52	0.44		0.63	0.51	1.59	0.38	1.56	0.06	1.66	0.49	0.07
Uniform Delay, d1	100.0	89.9		87.9	85.5	77.0	112.8	75.0	47.9	101.0	40.4	31.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	251.5	0.5		4.0	0.6	270.7	3.6	256.7	0.2	307.3	1.0	0.2
Delay (s)	351.5	90.4		91.9	86.1	347.7	116.4	331.7	48.1	408.3	41.4	31.7
Level of Service	F	F		F	F	F	F	F	D	F	D	C
Approach Delay (s)		256.2			282.9			317.2			217.3	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			273.2				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			1.58									
Actuated Cycle Length (s)			240.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			142.5%				ICU Level of Service			H		
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	353	1433	31	32	530	73	130	195	118	71	73	168
Future Volume (vph)	353	1433	31	32	530	73	130	195	118	71	73	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3528		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.35	1.00		0.14	1.00	1.00	0.49	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	644	3528		252	3539	1583	906	1863	1583	1163	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	388	1575	34	35	582	80	143	214	130	78	80	185
RTOR Reduction (vph)	0	1	0	0	0	42	0	0	58	0	0	128
Lane Group Flow (vph)	388	1608	0	35	582	38	143	214	72	78	80	57
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6			2		7	4			8	1
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	88.7	88.7		63.7	63.7	63.7	31.6	31.6	31.6	14.0	14.0	32.7
Effective Green, g (s)	88.7	88.7		63.7	63.7	63.7	31.6	31.6	31.6	14.0	14.0	32.7
Actuated g/C Ratio	0.66	0.66		0.48	0.48	0.48	0.24	0.24	0.24	0.10	0.10	0.25
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	586	2345		120	1689	755	287	441	374	122	195	388
v/s Ratio Prot	0.09	c0.46			0.16		0.04	c0.11			0.04	0.02
v/s Ratio Perm	0.35			0.14		0.02	0.08		0.05	c0.07		0.02
v/c Ratio	0.66	0.69		0.29	0.34	0.05	0.50	0.49	0.19	0.64	0.41	0.15
Uniform Delay, d1	11.0	13.8		21.2	21.8	18.7	42.4	43.9	40.7	57.3	55.8	39.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	1.7		6.1	0.6	0.1	1.4	0.8	0.3	10.5	1.4	0.2
Delay (s)	13.8	15.4		27.2	22.4	18.8	43.8	44.7	41.0	67.8	57.2	39.6
Level of Service	B	B		C	C	B	D	D	D	E	E	D
Approach Delay (s)		15.1			22.2			43.4			50.1	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			133.4			Sum of lost time (s)				25.7		
Intersection Capacity Utilization			90.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

2: New Salem Rd/Stanley Rd & Stilesboro Rd

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	645	58	42	1594	46	104	50	15	64	201	510
Future Volume (vph)	140	645	58	42	1594	46	104	50	15	64	201	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3496		1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.05	1.00		0.38	1.00	1.00	0.44	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	95	3496		706	3539	1583	817	1863	1583	1348	1863	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	1.00	0.98
Adj. Flow (vph)	143	658	59	43	1627	47	106	51	15	65	201	520
RTOR Reduction (vph)	0	5	0	0	0	24	0	0	10	0	0	111
Lane Group Flow (vph)	143	712	0	43	1627	23	106	51	5	65	201	409
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	87.7	87.7		72.2	72.2	72.2	49.2	49.2	49.2	38.6	38.6	38.6
Effective Green, g (s)	87.7	87.7		72.2	72.2	72.2	49.2	49.2	49.2	38.6	38.6	38.6
Actuated g/C Ratio	0.58	0.58		0.48	0.48	0.48	0.33	0.33	0.33	0.26	0.26	0.26
Clearance Time (s)	6.3	6.5		6.5	6.5	6.5	6.3	6.6	6.6	6.6	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	158	2043		339	1703	761	295	611	519	346	479	407
v/s Ratio Prot	c0.06	0.20			c0.46		c0.01	0.03			0.11	
v/s Ratio Perm	0.47			0.06		0.01	0.11		0.00	0.05		c0.26
v/c Ratio	0.91	0.35		0.13	0.96	0.03	0.36	0.08	0.01	0.19	0.42	1.00
Uniform Delay, d1	45.3	16.3		21.5	37.4	20.5	40.2	34.8	34.0	43.5	46.4	55.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.6	0.5		0.8	13.5	0.1	0.8	0.1	0.0	0.3	0.6	45.6
Delay (s)	90.0	16.7		22.3	50.9	20.5	40.9	34.9	34.0	43.7	47.0	101.3
Level of Service	F	B		C	D	C	D	C	C	D	D	F
Approach Delay (s)		28.9			49.3			38.5			82.6	
Approach LOS		C			D			D			F	
Intersection Summary												
HCM 2000 Control Delay			51.2			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)				25.7		
Intersection Capacity Utilization			97.6%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228

AM Build

Intersection

Intersection Delay, s/veh 5.8

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	480	235	143
Demand Flow Rate, veh/h	490	240	146
Vehicles Circulating, veh/h	11	331	186
Vehicles Exiting, veh/h	321	169	385
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.2	4.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	490	240	146
Cap Entry Lane, veh/h	1364	985	1141
Entry HV Adj Factor	0.980	0.979	0.979
Flow Entry, veh/h	480	235	143
Cap Entry, veh/h	1337	964	1118
V/C Ratio	0.359	0.244	0.128
Control Delay, s/veh	6.0	6.2	4.3
LOS	A	A	A
95th %tile Queue, veh	2	1	0

HCM 6th Roundabout
3: Collins Rd & Stanley Rd

DRI 3032 Oakmont Cobb International 2019228

PM Build

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Approach	EB	NW	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	257	411	425
Demand Flow Rate, veh/h	262	419	434
Vehicles Circulating, veh/h	37	144	373
Vehicles Exiting, veh/h	770	155	190
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	6.5	9.5
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	262	419	434
Cap Entry Lane, veh/h	1329	1191	943
Entry HV Adj Factor	0.981	0.981	0.979
Flow Entry, veh/h	257	411	425
Cap Entry, veh/h	1303	1169	924
V/C Ratio	0.197	0.352	0.460
Control Delay, s/veh	4.4	6.5	9.5
LOS	A	A	A
95th %tile Queue, veh	1	2	2

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

4: Old 41 Hwy & Stanley Rd/Private Dr

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	0	65	0	0	1	38	360	0	0	472	82
Future Volume (vph)	148	0	65	0	0	1	38	360	0	0	472	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85			0.86		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			1611		1770	1863			1863	1583
Flt Permitted	0.76	1.00			1.00		0.44	1.00			1.00	1.00
Satd. Flow (perm)	1410	1583			1611		820	1863			1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	156	0	68	0	0	1	40	379	0	0	497	86
RTOR Reduction (vph)	0	54	0	0	1	0	0	0	0	0	0	38
Lane Group Flow (vph)	156	14	0	0	0	0	40	379	0	0	497	48
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.5	8.5			8.5		23.9	23.9			23.9	23.9
Effective Green, g (s)	8.5	8.5			8.5		23.9	23.9			23.9	23.9
Actuated g/C Ratio	0.20	0.20			0.20		0.56	0.56			0.56	0.56
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	282	317			322		462	1050			1050	892
v/s Ratio Prot		0.01			0.00			0.20			c0.27	
v/s Ratio Perm	c0.11						0.05					0.03
v/c Ratio	0.55	0.04			0.00		0.09	0.36			0.47	0.05
Uniform Delay, d1	15.2	13.7			13.6		4.2	5.1			5.5	4.2
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.3	0.1			0.0		0.4	1.0			1.5	0.1
Delay (s)	17.6	13.7			13.6		4.6	6.0			7.0	4.3
Level of Service	B	B			B		A	A			A	A
Approach Delay (s)		16.4			13.6			5.9			6.6	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.2			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			42.4			Sum of lost time (s)			10.0			
Intersection Capacity Utilization			54.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

4: Old 41 Hwy & Stanley Rd/Private Dr

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	0	107	1	0	1	113	369	0	0	672	375
Future Volume (vph)	68	0	107	1	0	1	113	369	0	0	672	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85			0.93		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			0.98		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			1695		1770	1863			1863	1583
Flt Permitted	0.76	1.00			0.83		0.34	1.00			1.00	1.00
Satd. Flow (perm)	1409	1583			1444		639	1863			1863	1583
Peak-hour factor, PHF	0.98	0.98	1.00	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	69	0	107	1	0	1	115	377	0	0	686	383
RTOR Reduction (vph)	0	93	0	0	2	0	0	0	0	0	0	124
Lane Group Flow (vph)	69	14	0	0	0	0	115	377	0	0	686	259
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	6.8	6.8			6.8		35.3	35.3			35.3	35.3
Effective Green, g (s)	6.8	6.8			6.8		35.3	35.3			35.3	35.3
Actuated g/C Ratio	0.13	0.13			0.13		0.68	0.68			0.68	0.68
Clearance Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	183	206			188		432	1262			1262	1072
v/s Ratio Prot		0.01						0.20			c0.37	
v/s Ratio Perm	c0.05				0.00		0.18					0.16
v/c Ratio	0.38	0.07			0.00		0.27	0.30			0.54	0.24
Uniform Delay, d1	20.7	19.9			19.7		3.3	3.4			4.3	3.2
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.1			0.0		1.5	0.6			1.7	0.5
Delay (s)	22.0	20.0			19.7		4.8	4.0			6.0	3.8
Level of Service	C	C			B		A	A			A	A
Approach Delay (s)		20.8			19.7			4.2			5.2	
Approach LOS		C			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.5			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			52.1			Sum of lost time (s)				10.0		
Intersection Capacity Utilization			60.8%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
5: Cobb International Blvd & Main Access

DRI 3032 Oakmont Cobb International 2019228
AM Build

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	18	0	58	108
Future Vol, veh/h	0	17	18	0	58	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	20	0	63	117

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	205	10	0	0	20
Stage 1	20	-	-	-	-
Stage 2	185	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	765	1069	-	-	1595
Stage 1	1000	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	733	1069	-	-	1595
Mov Cap-2 Maneuver	733	-	-	-	-
Stage 1	958	-	-	-	-
Stage 2	828	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1069	1595	-
HCM Lane V/C Ratio	-	- 0.017	0.04	-
HCM Control Delay (s)	-	- 8.4	7.3	0.1
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0.1	-

HCM 6th TWSC
5: Cobb International Blvd & Main Access

DRI 3032 Oakmont Cobb International 2019228
PM Build

Intersection

Int Delay, s/veh 3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	58	84	0	21	19
Future Vol, veh/h	0	58	84	0	21	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	91	0	23	21

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	148	46	0	0	91
Stage 1	91	-	-	-	-
Stage 2	57	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	829	1014	-	-	1502
Stage 1	922	-	-	-	-
Stage 2	959	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	817	1014	-	-	1502
Mov Cap-2 Maneuver	817	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	959	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1014	1502	-
HCM Lane V/C Ratio	-	- 0.062	0.015	-
HCM Control Delay (s)	-	- 8.8	7.4	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.2	0	-

HCM 6th TWSC
6: Stanley Rd & South Access

DRI 3032 Oakmont Cobb International 2019228
AM Build

Intersection

Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	309	123	1	3	3
Future Vol, veh/h	20	309	123	1	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	336	134	1	3	3

Major/Minor	Major1	Major2		Minor2	
Conflicting Flow All	135	0	-	0	135
Stage 1	-	-	-	-	135
Stage 2	-	-	-	-	380
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1449	-	-	-	520
Stage 1	-	-	-	-	891
Stage 2	-	-	-	-	691
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	510
Mov Cap-2 Maneuver	-	-	-	-	510
Stage 1	-	-	-	-	874
Stage 2	-	-	-	-	691

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	655
HCM Lane V/C Ratio	0.015	-	-	-	0.01
HCM Control Delay (s)	7.5	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
6: Stanley Rd & South Access

DRI 3032 Oakmont Cobb International 2019228
PM Build

Intersection

Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	176	405	1	8	11
Future Vol, veh/h	6	176	405	1	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	191	440	1	9	12

Major/Minor	Major1	Major2		Minor2	
Conflicting Flow All	441	0	-	0	441
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	205
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1119	-	-	-	436
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	829
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1119	-	-	-	433
Mov Cap-2 Maneuver	-	-	-	-	433
Stage 1	-	-	-	-	643
Stage 2	-	-	-	-	829

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1119	-	-	-	523
HCM Lane V/C Ratio	0.006	-	-	-	0.039
HCM Control Delay (s)	8.2	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

AM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	71	9	195	243	361	16	676	150	1542	1793	230
Future Volume (vph)	43	71	9	195	243	361	16	676	150	1542	1793	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7338		4990	7416	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7338		4990	7416	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	43	72	9	197	245	365	16	683	152	1558	1811	232
RTOR Reduction (vph)	0	0	8	0	0	203	0	39	0	0	21	0
Lane Group Flow (vph)	43	72	1	197	245	162	16	796	0	1558	2022	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	4.6	9.6	9.6	11.4	16.4	39.6	4.0	16.1		28.2	41.3	
Effective Green, g (s)	4.6	9.6	9.6	11.4	16.4	39.6	4.0	16.1		28.2	41.3	
Actuated g/C Ratio	0.05	0.11	0.11	0.13	0.18	0.44	0.04	0.18		0.32	0.46	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	200	170	438	342	1600	79	1322		1575	3429	
v/s Ratio Prot	0.01	c0.04		0.06	c0.13	0.04	0.01	0.11		c0.31	c0.27	
v/s Ratio Perm			0.00									
v/c Ratio	0.24	0.36	0.01	0.45	0.72	0.10	0.20	0.60		0.99	0.59	
Uniform Delay, d1	40.7	37.0	35.6	36.0	34.3	14.5	41.1	33.7		30.4	17.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	1.1	0.0	0.7	7.0	0.0	1.3	2.0		19.9	0.8	
Delay (s)	41.4	38.1	35.6	36.8	41.2	14.5	42.4	35.7		50.3	18.5	
Level of Service	D	D	D	D	D	B	D	D		D	B	
Approach Delay (s)		39.1			28.1			35.8			32.2	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			32.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			89.3			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			72.7%			ICU Level of Service			C			
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis DRI 3032 Oakmont Cobb International 2019228

1: Cobb Pkwy/US41 SR3 & Cobb International Blvd/McCollum Pkwy

PM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	413	216	21	374	120	1485	23	1907	86	832	798	99
Future Volume (vph)	413	216	21	374	120	1485	23	1907	86	832	798	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	0.76	1.00	0.81		0.94	0.81	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7419	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	1863	1583	3433	1863	3610	1770	7496		4990	7419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	449	235	23	407	130	1614	25	2073	93	904	867	108
RTOR Reduction (vph)	0	0	19	0	0	618	0	7	0	0	22	0
Lane Group Flow (vph)	449	235	4	407	130	996	25	2159	0	904	953	0
Turn Type	Prot	NA	Perm	Prot	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3!	8		7	4	7 5 1!	1	6!		5	2	
Permitted Phases			8									
Actuated Green, G (s)	15.5	15.2	15.2	16.0	15.7	33.0	5.0	27.0		17.0	39.0	
Effective Green, g (s)	15.5	15.2	15.2	16.0	15.7	33.0	5.0	27.0		17.0	39.0	
Actuated g/C Ratio	0.16	0.15	0.15	0.16	0.16	0.33	0.05	0.27		0.17	0.39	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	536	285	242	553	294	1200	89	2040		855	2916	
v/s Ratio Prot	0.13	c0.13		0.12	0.07	c0.28	0.01	c0.29		c0.18	0.13	
v/s Ratio Perm			0.00									
v/c Ratio	0.84	0.82	0.01	0.74	0.44	0.83	0.28	1.06		1.06	0.33	
Uniform Delay, d1	40.6	40.7	35.6	39.6	37.8	30.5	45.4	36.1		41.1	21.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.0	17.3	0.0	5.1	1.1	5.0	1.7	37.4		47.1	0.3	
Delay (s)	51.6	58.0	35.7	44.7	38.8	35.5	47.1	73.5		88.2	21.3	
Level of Service	D	E	D	D	D	D	D	E		F	C	
Approach Delay (s)		53.2			37.4			73.2			53.4	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			54.7				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			99.2									
Intersection Capacity Utilization			84.7%									
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												