TRAFFIC IMPACT STUDY

Prepared For

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LUMIN8

TRANSPORTATION TECHNOLOGIES

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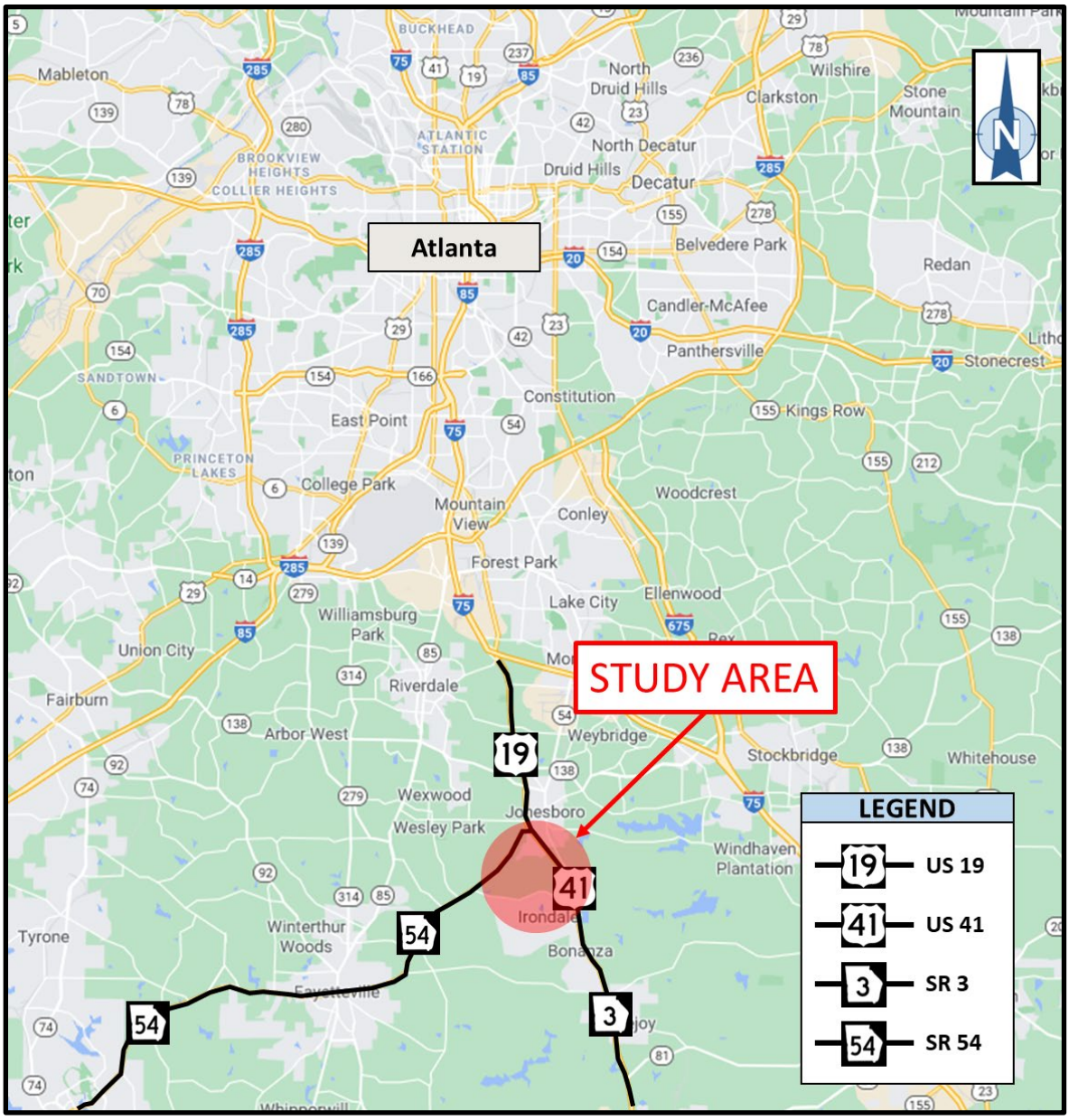
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INTRODUCTION

The site is located on the southwest corner of Tara Boulevard (SR 3) and Old Poston Road on approximately 168 acres in Clayton County, Georgia. The project location is shown in Figure 1.

Figure 1: DEVELOPMENT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTIONS MAP



OTHER PLANNED PROJECTS

Information regarding other relevant projects, planned for the near future in the proposed study area, is shown below in Table 1.

A total of nine projects were identified. These planned projects were obtained from the following public entities:

- The Statewide Transportation Improvement Program (STIP) located outside Metropolitan Planning Organization (MPO) boundaries showed no projects that would affect the development.
- MPO funded transportation projects in the Transportation Improvement Program (TIP). Transportation projects in the Regional Transportation Program (RTP), funded from local, state, and federal planning partners. The project lists for both were found through the Atlanta Regional Commission (ARC). Three projects were identified in the TIP/RTP, two already identified in GeoPI. Three transit projects were identified from ARC and have all been determined to be in long range.
- Transportation projects outlined in Clayton County's Comprehensive Transportation Plan. All projects found were also identified in GeoPI and the TIP/RTP.
- Georgia Department of Transportation's GeoPI website showed five projects that could affect the project area.

Table 1: OTHER PLANNED PROJECTS

PUBLIC DOMAIN	PROJECT NUMBER	PROJECT TITLE	PROJECT BOUNDARY/INTERSECTION	PRELIMINARY (PE) YEAR	CONSTRUCTION (CST) YEAR
GeoPI	PI #0015631	CR 506/Brown Road @ Swamp Creek Bridge Replacement	Brown Road over Swamp Creek	2019	2025
GeoPI	PI #0016928	SR 3/US 19 @ CR 1337/Flint River Road Triple EB Left Turns	SR 3/US 19 and Flint River Road	2020	2023
GeoPI	PI #721440-	SR 54 Widening (2-ln to 4-ln)	McDonough Road to SR 3/US 19 (5.49 mi)	2014	2021
GeoPI	PI #722030-	SR 3 Widening (4-ln to 6-ln)	SR 54 to Tara Road (3.32 mi)	2011	2022
GeoPI	PI #751810-	Flint River Road Widening (2-ln to 3-ln)	Glenwood Road to Kendrick Road (1.64 mi)	2014	2020
RTP	FA-236	East Fayetteville Bypass (New Road Connection/Extension)	Corinth Road to County Line Road (2.6 mi)	2006	Long Range
ARC	AR-485A	Phase 1 Marta Rail Station	East Point to Jonesboro	Long Range	
ARC	AR-485B	Phase 2 Marta Rail Station	Jonesboro to Lovejoy	Long Range	
ARC	AR-455	Bus Rapid Transit (Replace MARTA Routes 191 & 196)	MARTA Bus Routes 191 & 196	Long Range	

The widening projects on SR 54 and SR 3 (PI #721440 and PI #722030, respectively) are currently under construction. The bridge replacement on Brown Road (PI #0015631) has also begun in early construction/evaluation.

PI #721440 – Fayetteville Road (SR 54) Widening

The concept layouts for the study intersections on Fayetteville Road (SR 54) being affected by the widening project (PI #721440) are shown in Figures 3, 4, and 5.

Figure 3: FAYETTEVILLE RD (SR 54) & MUNDYS MILL RD – WIDENING LAYOUT



Figure 4: FAYETTEVILLE RD (SR 54) & BROWN RD – WIDENING LAYOUT

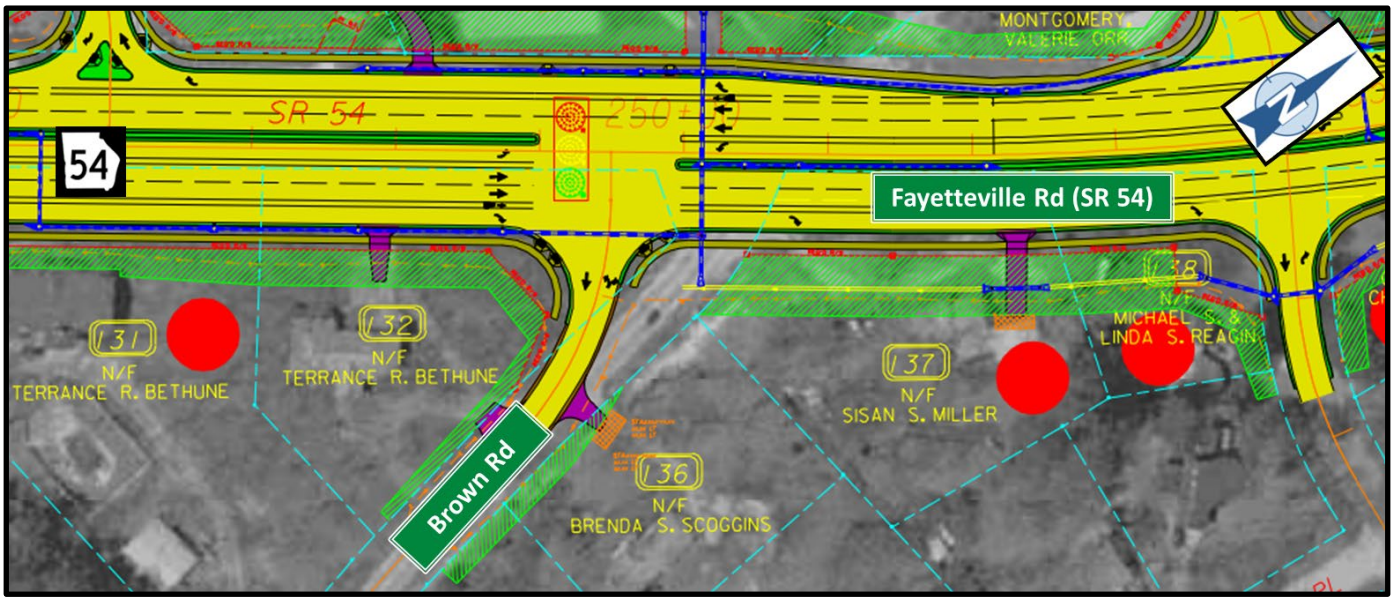


Figure 5: FAYETTEVILLE RD (SR 54) & TARA BLVD (SR 3) – WIDENING LAYOUT



PI #722030 – Tara Boulevard (SR 3) Widening

The concept layouts for the study intersections on Tara Boulevard (SR 3) being affected by the widening project (PI #722030) are shown in Figures 6, 7, and 8.

Figure 6: TARA BLVD (SR 3) & MUNDYS MILL RD – WIDENING LAYOUT

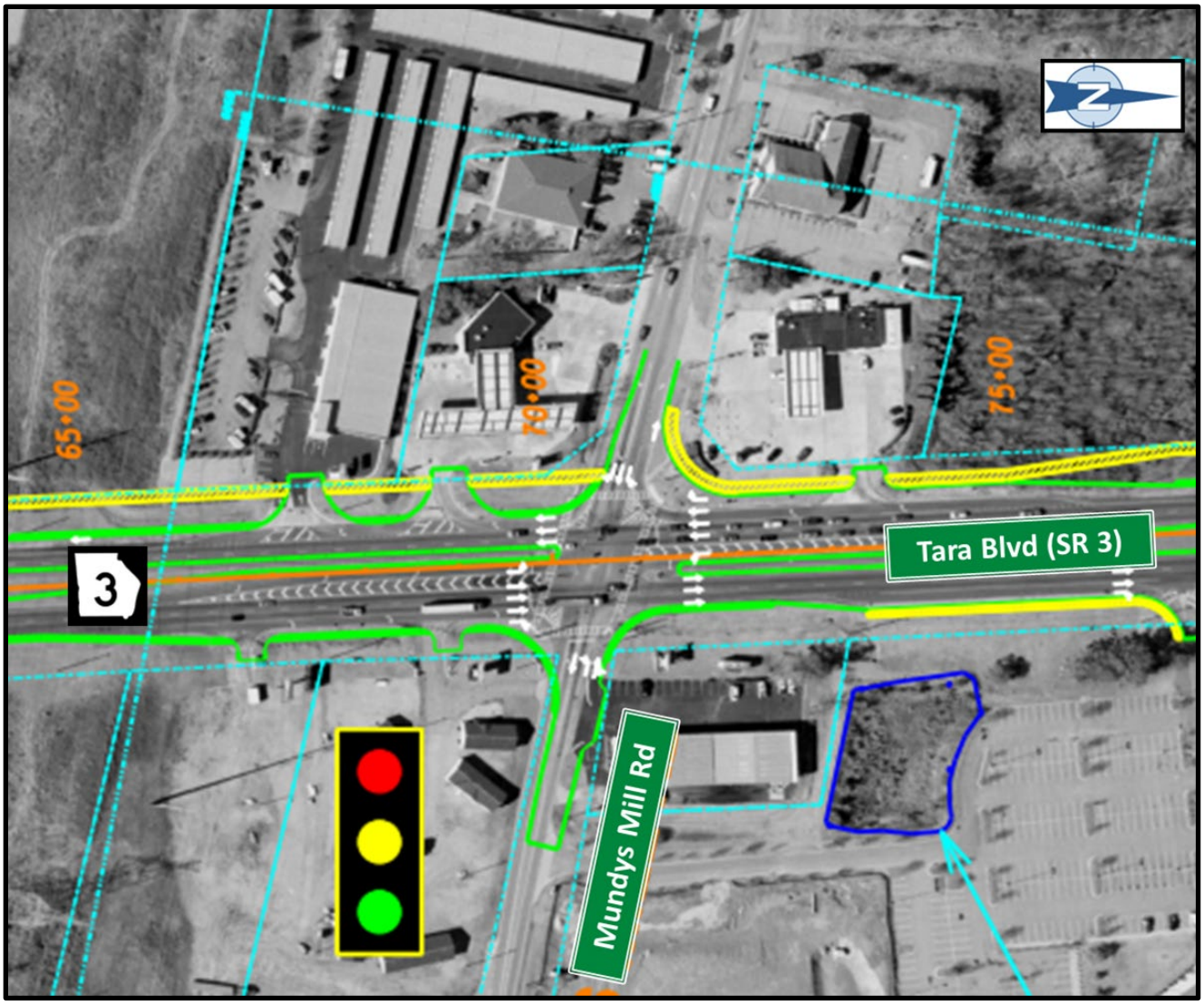


Figure 7: TARA BLVD (SR 3) & OLD POSTON RD AND POSTON RD – WIDENING LAYOUT

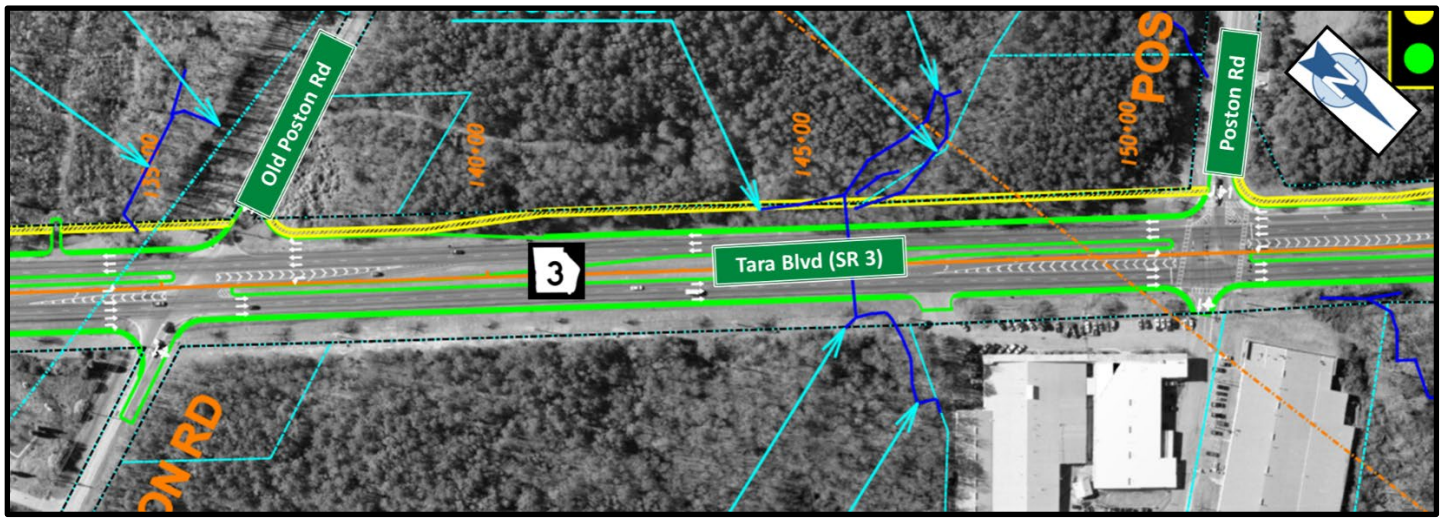
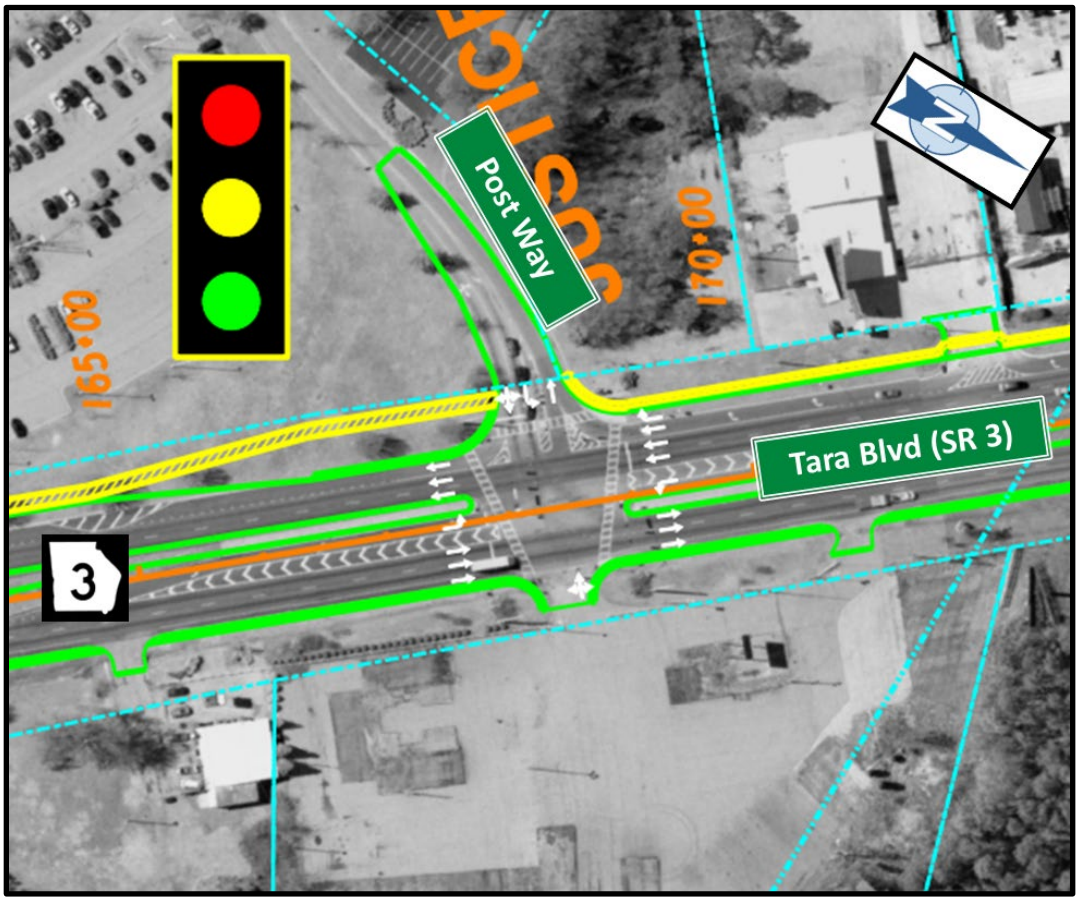


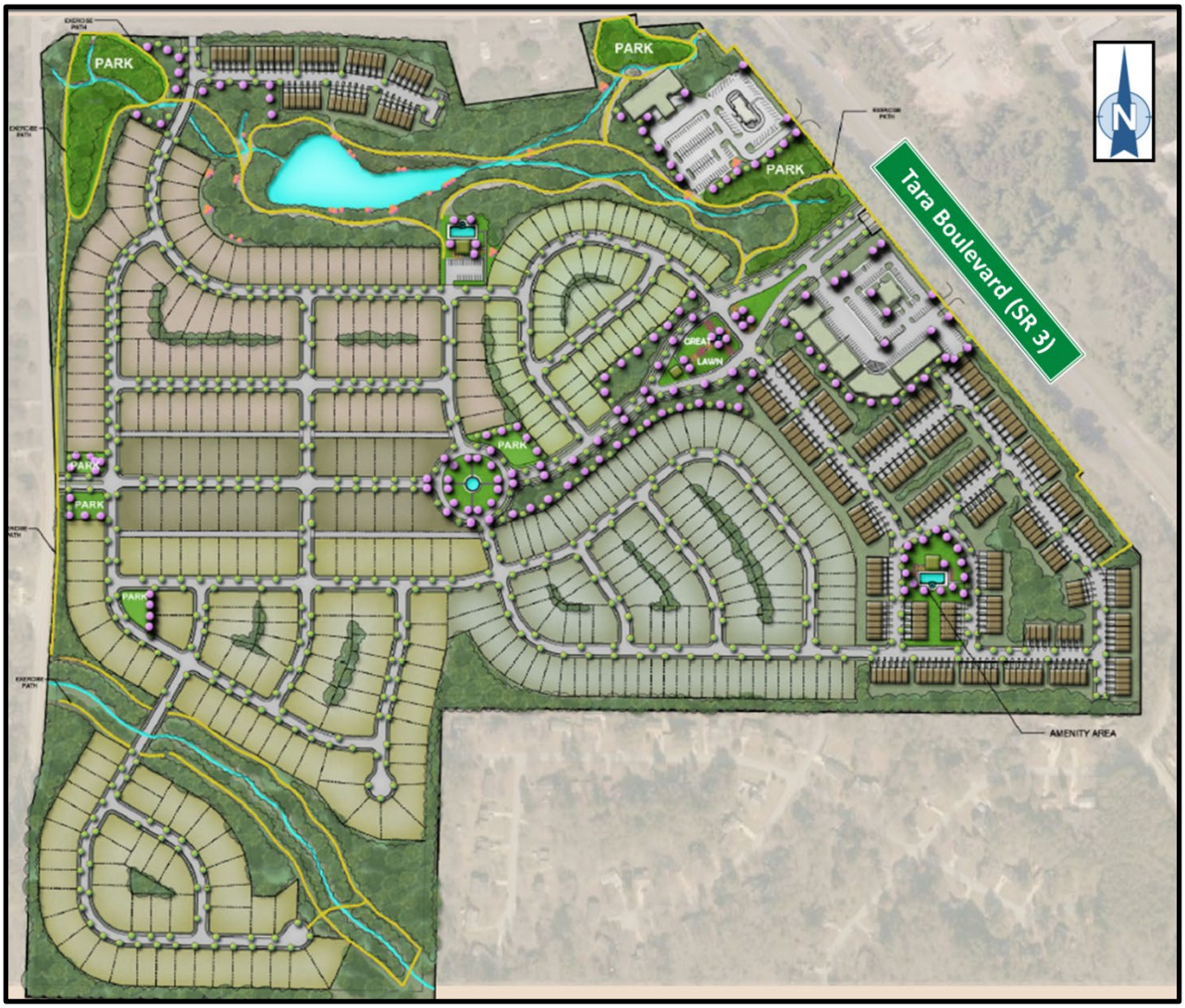
Figure 8: TARA BLVD (SR 3) & POST WAY – WIDENING LAYOUT



PROPOSED DEVELOPMENT

The site plan for the proposed Waldon Park development is shown below in Figure 9. The development is proposed to be built out in 2028 and will consist of townhomes, single family detached houses, and commercial area. A large scale site plan can be found in Appendix A.

Figure 9: SITE PLAN



A summary of the proposed land uses, and total units/square footages associated with the proposed development are:

- **Townhomes** – 288 units
- **Single Family Detached** – 460 units
- **Commercial** – 66,500 square feet

Figure 10 illustrates the ingress/egress points where the site can be entered/exited from.

Figure 10: INGRESS/EGRESS LOCATIONS



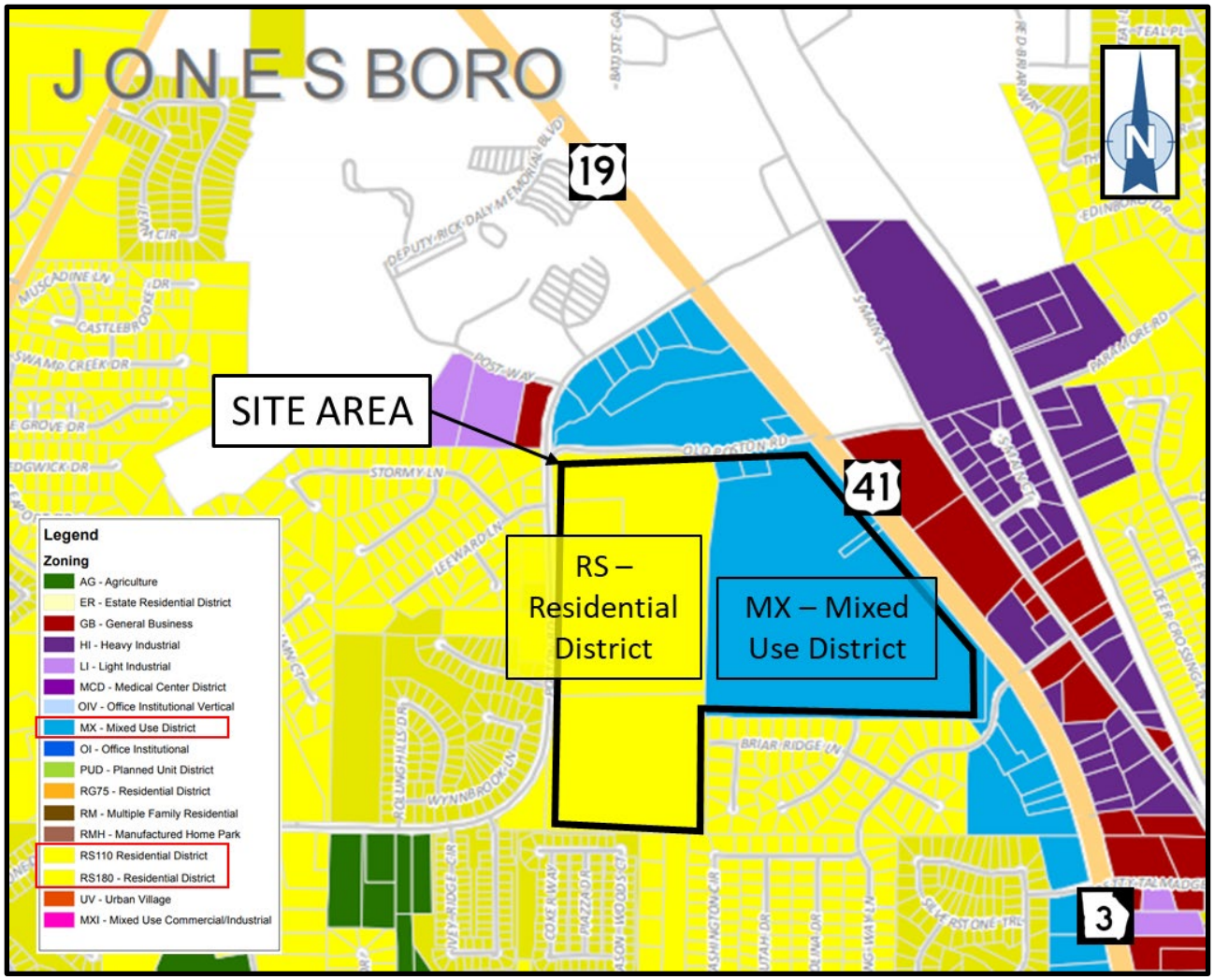
In total, there are five (5) potential points of ingress/egress for the site:

- 3 proposed driveways onto Tara Boulevard (SR 3)
- 1 proposed driveway onto Old Poston Road
- 1 proposed driveway onto Poston Road

ZONING/FUTURE LAND USE MAP

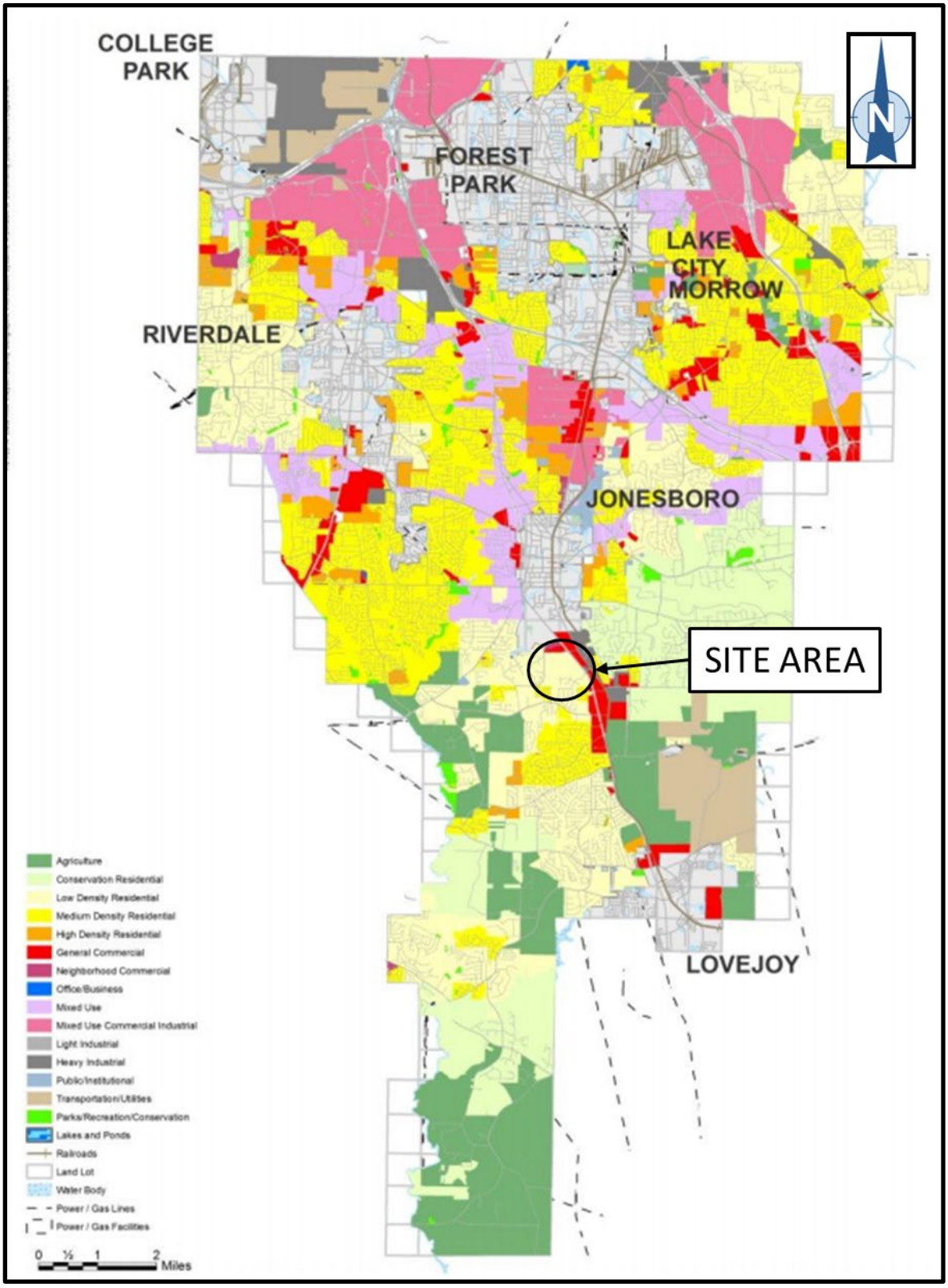
The development area currently has two zoning designations "MX" and "RS" as it is zoned partially as a mixed-use district and partially as a residential district. The outlined land with this zoning is shown below in Figure 11.

Figure 11: ZONING FOR SITE AREA



The future land use map from Clayton County's 2034 Comprehensive Plan shows the development land as being low density residential. The future land use map is shown below in Figure 12.

Figure 12: CLAYTON COUNTY 2034 FUTURE LAND USE MAP



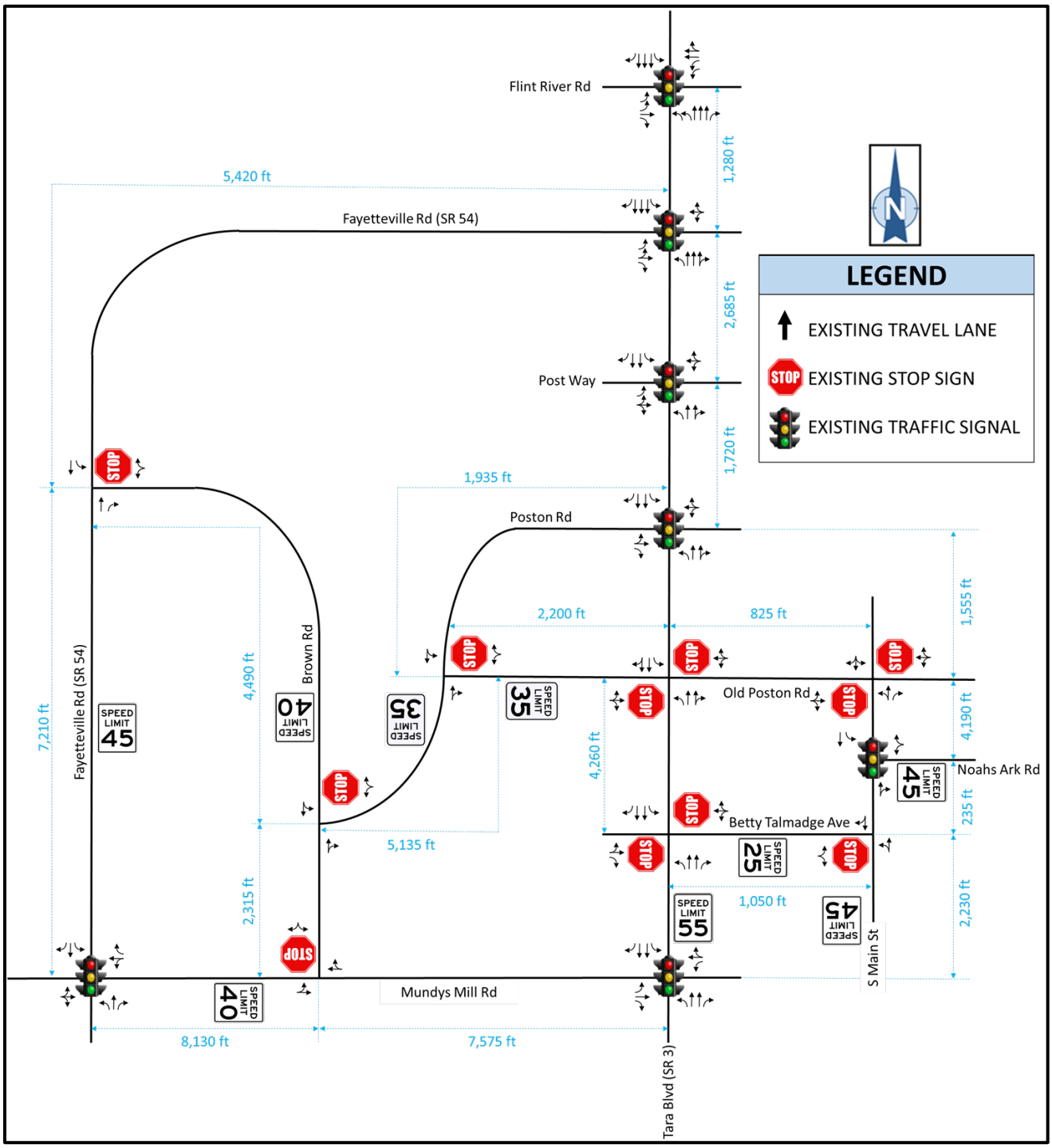
EXISTING CONDITIONS

An inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes. There is a Norfolk Southern railroad crossing that crosses Noahs Ark Road; the railroad crossing inventory form can be found in Appendix B.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 13 below.

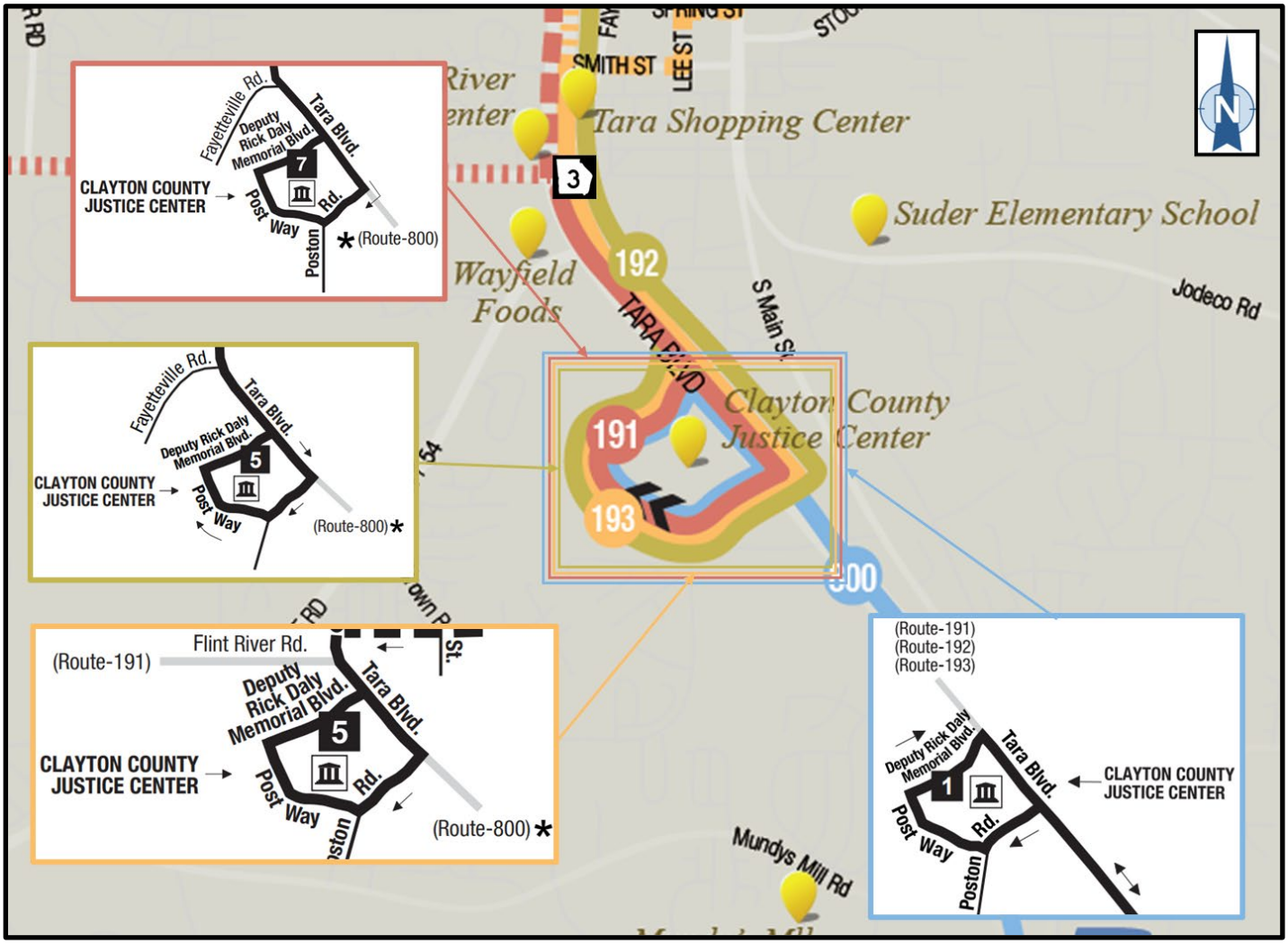
Figure 13: EXISTING CONDITIONS



EXISTING ALTERNATIVE TRANSPORTATION

Alternate methods of transportation near the proposed development were identified: MARTA bus routes. Four MARTA bus routes come near to the site, with Routes 191, 192, 193, and 800 all having a common bus stop at the Clayton County Justice Center, located at 9151 Tara Boulevard, approximately 3,000 feet north from the site driveway on Old Poston Road. The MARTA bus routes are shown below in Figure 14.

Figure 14: MARTA BUS ROUTES



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Thursday, March 11, 2021 from 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The peak hours were established to be 7:00 to 8:00 AM and 4:15 to 5:15 PM. Existing peak hour turning movement volumes are shown in Figure 15 on the following page. The turning movement data is provided in Appendix C.

Previously collected TMCs were acquired in order to compare to the volumes counted in 2021. The older TMCs are from 2018 and have been grown to the existing year of 2021. The most recent counts from GDOT Count Stations 063-0069 and 063-8055 were also grown to 2021 and taken into account to help compare the traffic volumes. The grown volumes are shown in Figure 16, following the page with Figure 15.

Figure 15: EXISTING TRAFFIC VOLUMES (2021)

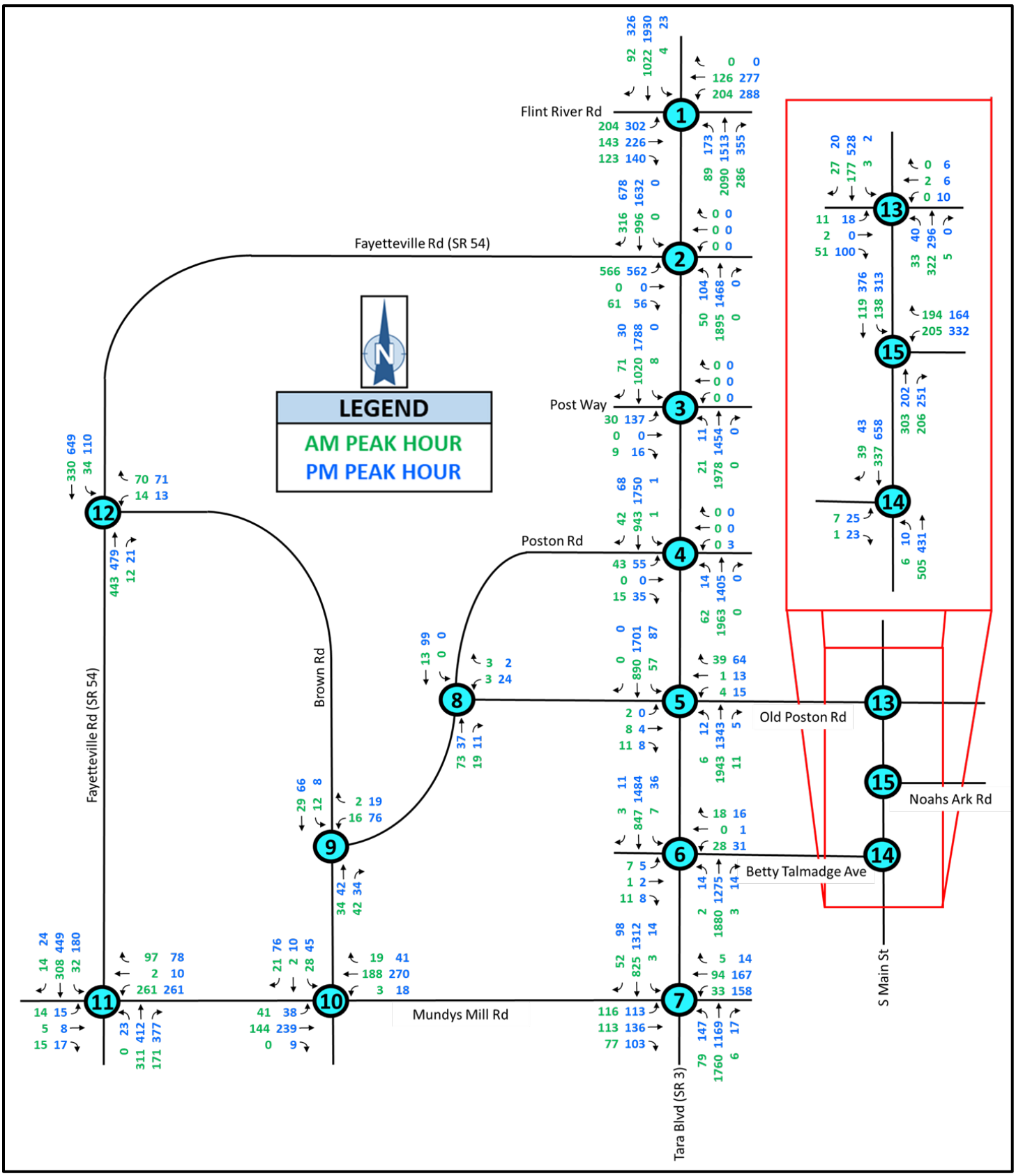
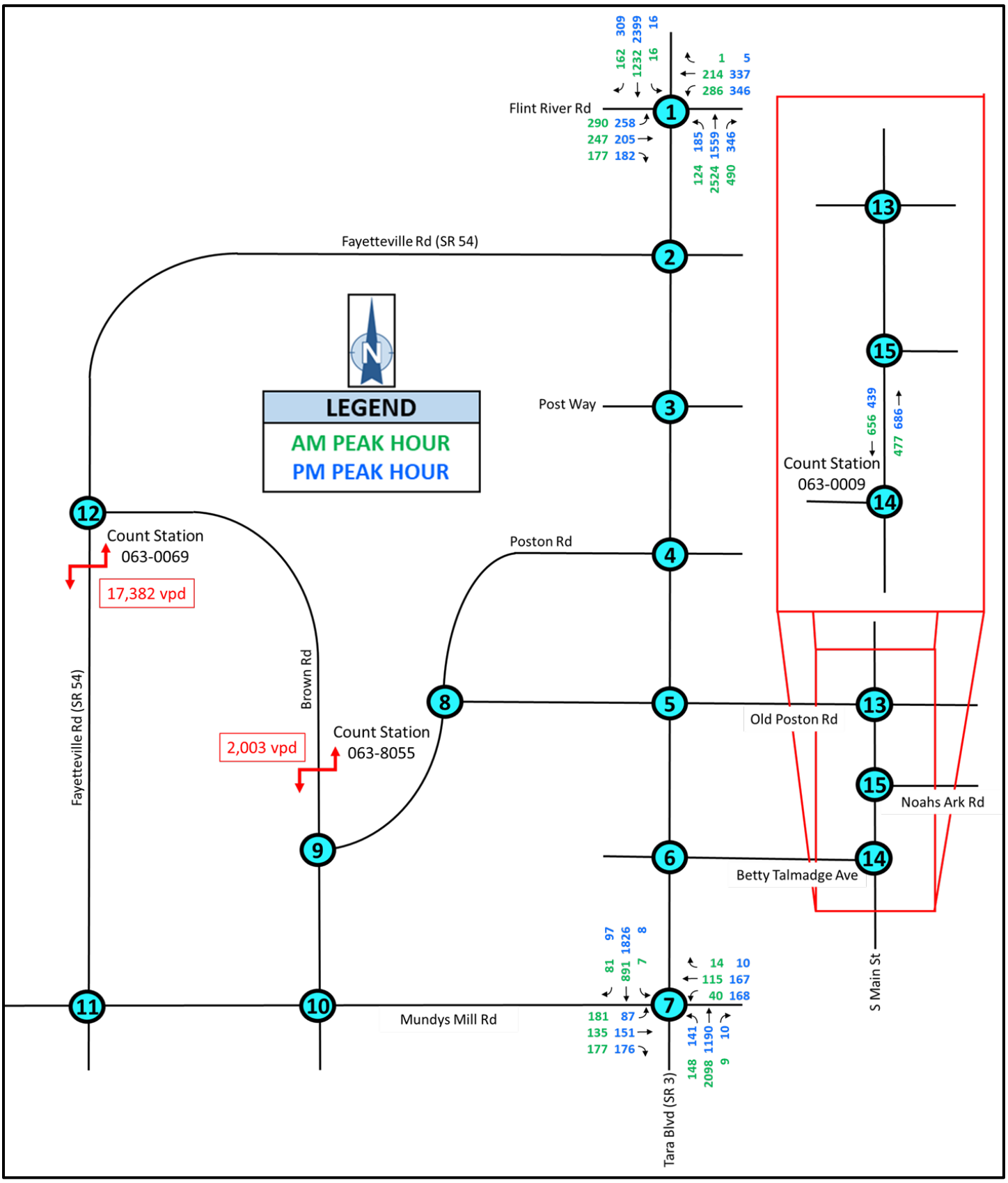


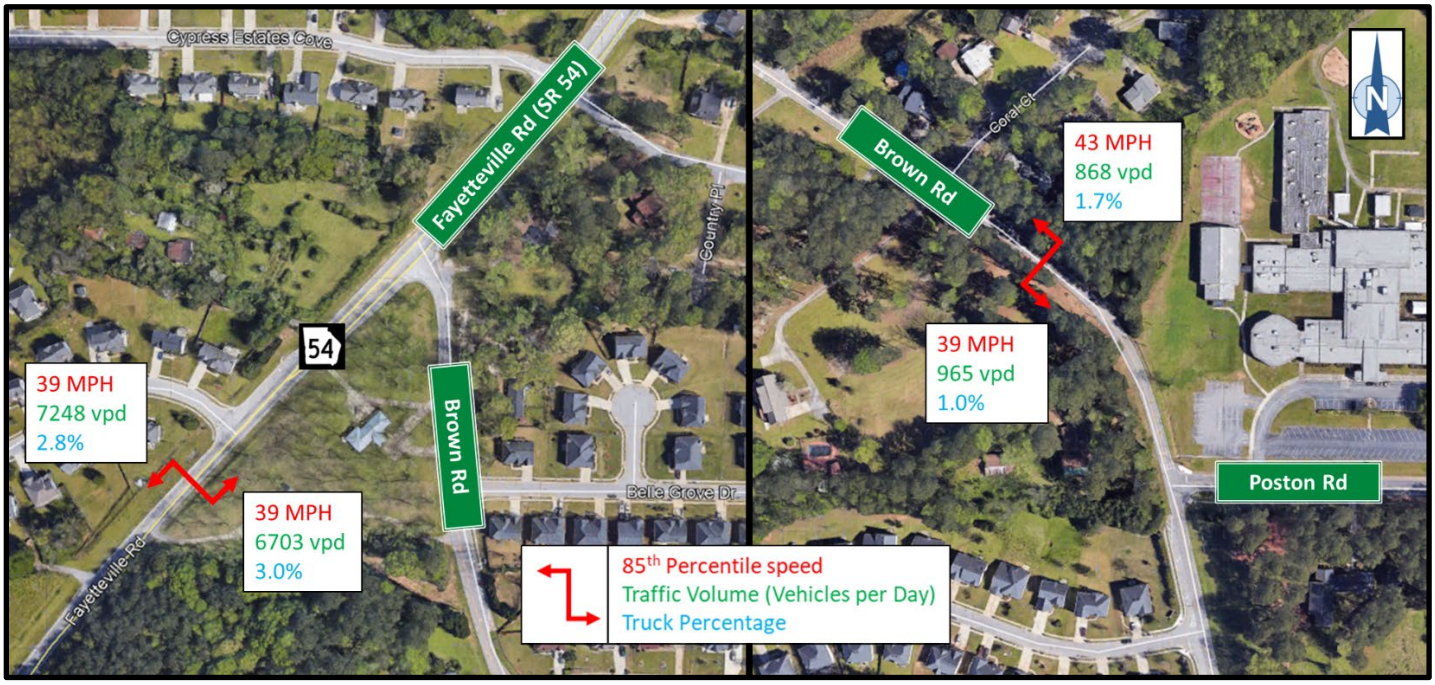
Figure 16: PREVIOUSLY COUNTED VOLUMES (GROWN TO 2021)



AUTOMATIC TRAFFIC RECORDER

Automatic Traffic Recorders (ATRs) were placed on Fayetteville Road just south of its intersection with Brown Road and on Brown Road just north of its intersection with Poston Road (same locations as GDOT Count Stations 063-0069 and 063-8055, respectively) to collect bi-directional 24-hour traffic data on Thursday, March 11, 2021. The recorded daily volumes, truck percentages, and 85th percentile speed are shown in Figure 17 below. The ATR data can be found in Appendix D.

Figure 17: ATR DATA



COVID-19 TRAFFIC ADJUSTMENT

Due to the COVID-19 pandemic, GDOT issued guidance (April 2020) on the collection of Turning Movement Counts (TMC's). Examples of guidance provided by the document states the following:

- Confirm if traffic data has been collected within the past three years at any study locations.
- Identify nearby continuous or short-term count stations from GDOT's Traffic Analysis and Data Application (TADA) to compare to newly collected daily volumes.

Multiple sources were contacted to acquire recent traffic volume counts that have been collected within the past few years. Counts collected in September of 2018 were obtained from Diwan Singla, RTOP Zone 3 Manager, for the following intersections:

1. Tara Boulevard (SR 3) & Flint River Road
7. Tara Boulevard (SR 3) & Mundys Mill Road

GDOT Count Stations 063-0069 and 063-8055 were observed to compare to the newly collected ATR data.

- The newly placed ATR on Fayetteville Road (SR 54) counted 13,951 daily trips compared to 17,382 daily trips observed for Count Station 063-0069 in 2021 (16,876 daily trips in 2018).
    - The grown volumes on Fayetteville Road (SR 54) were 25% higher than the newly counted ATR.
- The newly placed ATR on Brown Road counted 1,833 daily trips compared to 2,003 daily trips observed for Count Station 063-8055 in 2021 (1,964 daily trips in 2019).
    - The grown volumes on Brown Road were 10% higher than the newly counted ATR.

Study intersections 1 and 7 were counted to establish controlled count locations. The previous counts from 2018 were grown (using a locally determined growth rate) to the existing year of 2021. The newly counted volumes have been compared to the grown volumes.

- The higher volumes between the newly counted and grown counts were used for the pre-COVID traffic volumes.
- The instances where the newly counted volumes were higher than the grown volumes, and used in place of the grown volumes, include the following:
    - Tara Boulevard (SR 3) and Flint River Road (Intersection 1)
        - Eastbound left and through in the PM peak hour.
        - Northbound right in the PM peak hour.
        - Southbound left in the PM peak hour.
    - Tara Boulevard (SR 3) and Mundys Mill Road (Intersection 7)
        - Eastbound left in the PM peak hour.
        - Northbound left and right in the PM peak hour.
        - Westbound right in the PM peak hour.
        - Southbound left and right in the PM peak hour.

The following methodology was used to produce the pre-COVID traffic volumes based on the different roadways/intersections:

- Tara Boulevard (SR 3) (Intersections 1, 2, 3, 4, 5, 6, 7)
    - The most conservative volumes (highest volumes between the grown and newly counted volumes) per movement at Tara Boulevard's intersections with Flint River Road and Mundys Mill Road were used to calibrate the corridor.
    - This calibration included proportionately balancing Tara Boulevard, meaning that the higher adjusted volumes were distributed to the movements (left/through/right) according to the newly counted volumes and a weighted average strategy.
        - For example, the newly counted volumes at Tara Boulevard (SR 3) and Fayetteville Road (SR 54) revealed that in the southbound direction during the AM peak hour, 24% turned right onto Fayetteville Road while the remaining 76% contined through on Tara Boulevard. The adjusted volumes coming from Tara Boulevard (SR 3) and Flint River Road were distributed in the same manner.
    - All turning movements coming from side streets onto Tara Boulevard (SR 3) were increased by 15% based on observations of other turning movements in the system affected by COVID. An exception to this are the volumes coming from Fayetteville Road (SR 54), which have been increased by 25%.

- Fayetteville Road (SR 54) (Intersections 2, 11, 12)
    - The mainline volumes on Fayetteville Road (SR 54) have been increased by 25%.
    - The side street volumes from Mundys Mill Road (westbound) have been increased by 15% while the volumes from the neighborhood opposite (eastbound) have been increased by 10% (Int. 11).
    - The side street volumes from Brown Road have been increased by 10% (Int. 12).

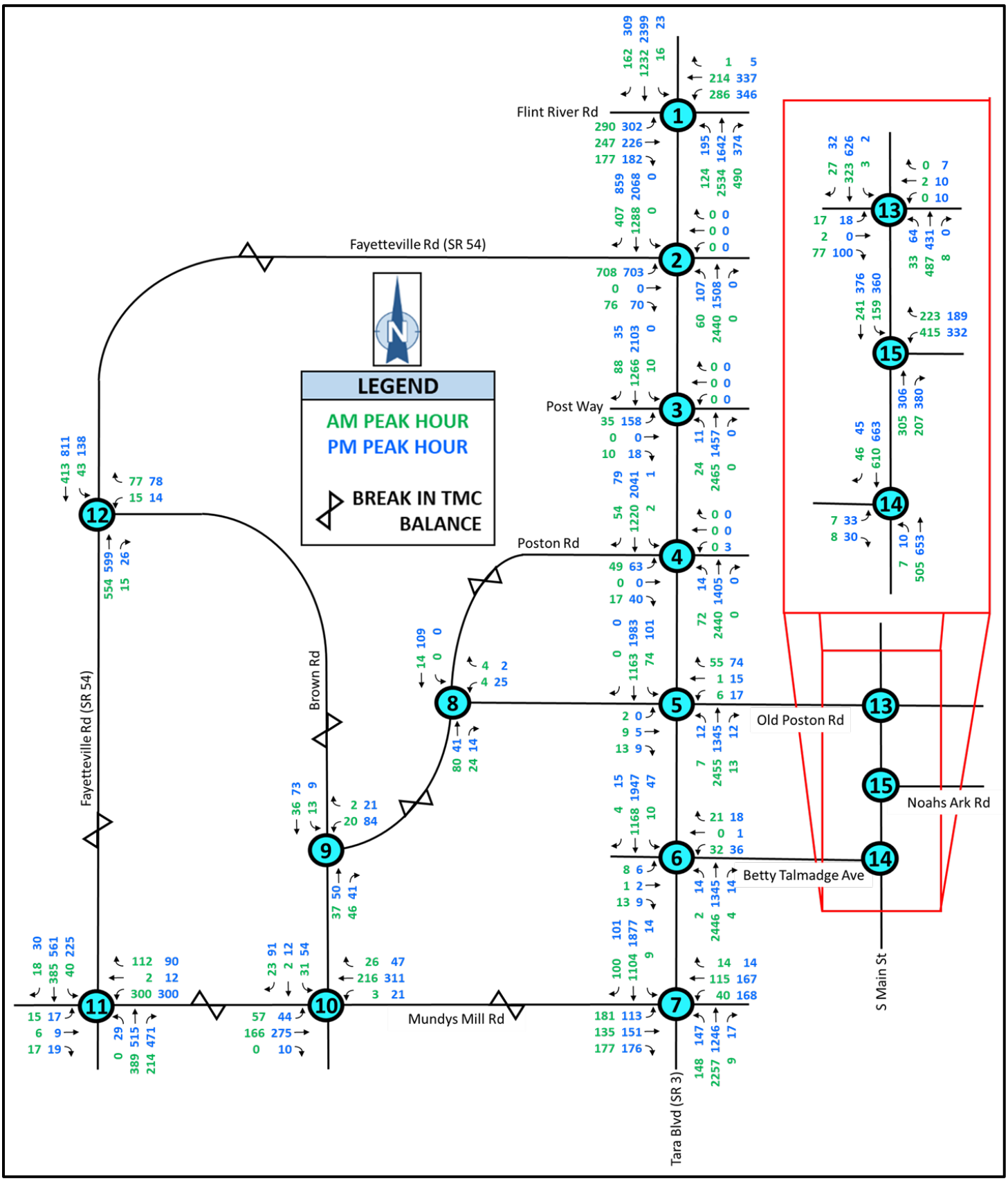
- Brown Road/Poston Road/Old Poston Road (Intersections 4, 5, 8, 9, 10, 12, 13)
    - The newly counted volumes on/coming from Brown Road were increased by 10%.
    - The newly counted volumes on Poston Road and Old Poston Road were also increased by 10% (Int. 8, 9, 10, 12), except at their intersections with Tara Boulevard (SR 3) and S Main Street, where they were increased by 15% (Int. 4, 5, 13).

- S Main Street (Intersections 13, 14, 15)
    - The section of S Main Street between Noahs Ark Road and Betty Talmadge Avenue was used to calibrate S Main Street as newly counted TMC data and grown data from GDOT Count Station 063-0009 were available.
        - The grown through volumes from the count station were used for the AM peak hour going southbound and the PM peak hour going northbound.
        - The newly counted TMC data was used for the though volumes in the AM peak hour going northbound and the PM peak hour going southbound.
    - The most conservative traffic volumes were used to balance S Main Street proportionately between Betty Talmadge Avenue and Old Poston Road.
        - Any turning movements on S Main Street not directly included in the proportionate balancing were increased by 15% based on observations of other turning movements in the system affected by COVID.

- Traffic Volume Balancing Technique
    - Balancing all traffic volumes arriving at an intersection are accounted for at the previous intersection(s).
    - Whenever volumes are balanced, they are balanced from the high point to produce the most conservative results (highest volumes).
    - The corridors of Tara Boulevard (SR 3) and S Main Street were both proportionately balanced based on the most conservative volumes. Both corridors were also balanced in between each other.
    - The intersection of Poston Road and Old Poston Road was balanced with the intersection of Tara Boulevard (SR 3) and Old Poston Road.
    - The intersection of Poston Road and Brown Road was balanced with the intersection of Mundys Mill Road and Brown Road.
    - There were multiple locations that did not have the volumes balanced in between due to numerous roads/houses being located in between the intersections. These breaks in the traffic volume balancing have been marked on the diagram in Figure 10 on the following page.

The newly collected TMCs were adjusted and balanced based on the comparison to the previously collected TMCs and data from GDOT count stations grown to the existing year. The pre-COVID adjusted and balanced 2021 volumes are shown on the following page in Figure 18.

Figure 18: PRE-COVID ADJUSTED AND BALANCED 2021 VOLUMES



TRAFFIC PROJECTION METHODOLOGY

Traffic projections consists of background growth and trips generated by the proposed development.

BACKGROUND TRAFFIC GROWTH

Background traffic growth will be estimated for the time between the Existing Year (2021), Base Year (2028), and Design Year (2048). The methodology included in this estimate consists of the examination of historic traffic data and the analysis of historic growth trends.

CENSUS DATA

The census data from the Atlanta Regional Commission (ARC) population forecast for Clayton County is shown in Table 2.

Table 2: CENSUS DATA

CLAYTON COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2015	266,888	-	-
2050	385,938	44.61%	1.06%

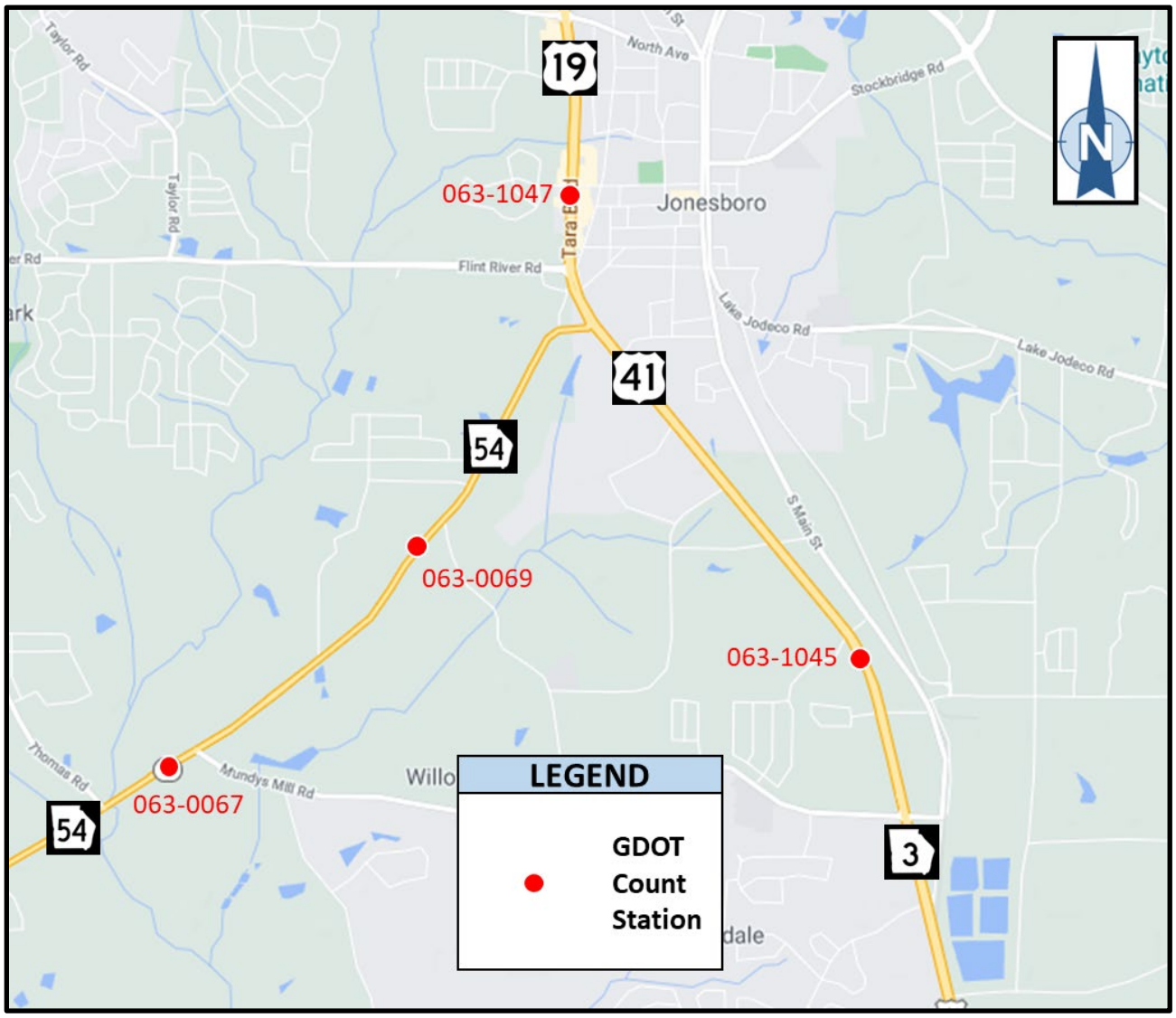
Source: Atlanta Regional Commission (ARC) Clayton County 2050 Population Forecast

The data shows an increase of the population in Clayton County of 44.61%, or a yearly rate of 1.06%, between 2015-2050.

HISTORIC TRAFFIC DATA

GDOT maintains multiple annual traffic count stations in the vicinity of the project, four of which were used in the background growth analysis. These stations are shown in Figure 19.

Figure 19: GDOT COUNT STATIONS



TREND ANALYSIS

Five-year and ten-year trend analyses were conducted to establish growth rates around the study area. Table 3 shows the data collected from the GDOT count stations and the resulting trend rates for each count station. Figure 20 on the next page shows graphs of these resultant trend rates for the count stations. Count stations for the area surrounding the development were organized in Table 3 by the roadway on which they are located.

Historic data reported by the GDOT for each of the count stations can be found in Appendix E.

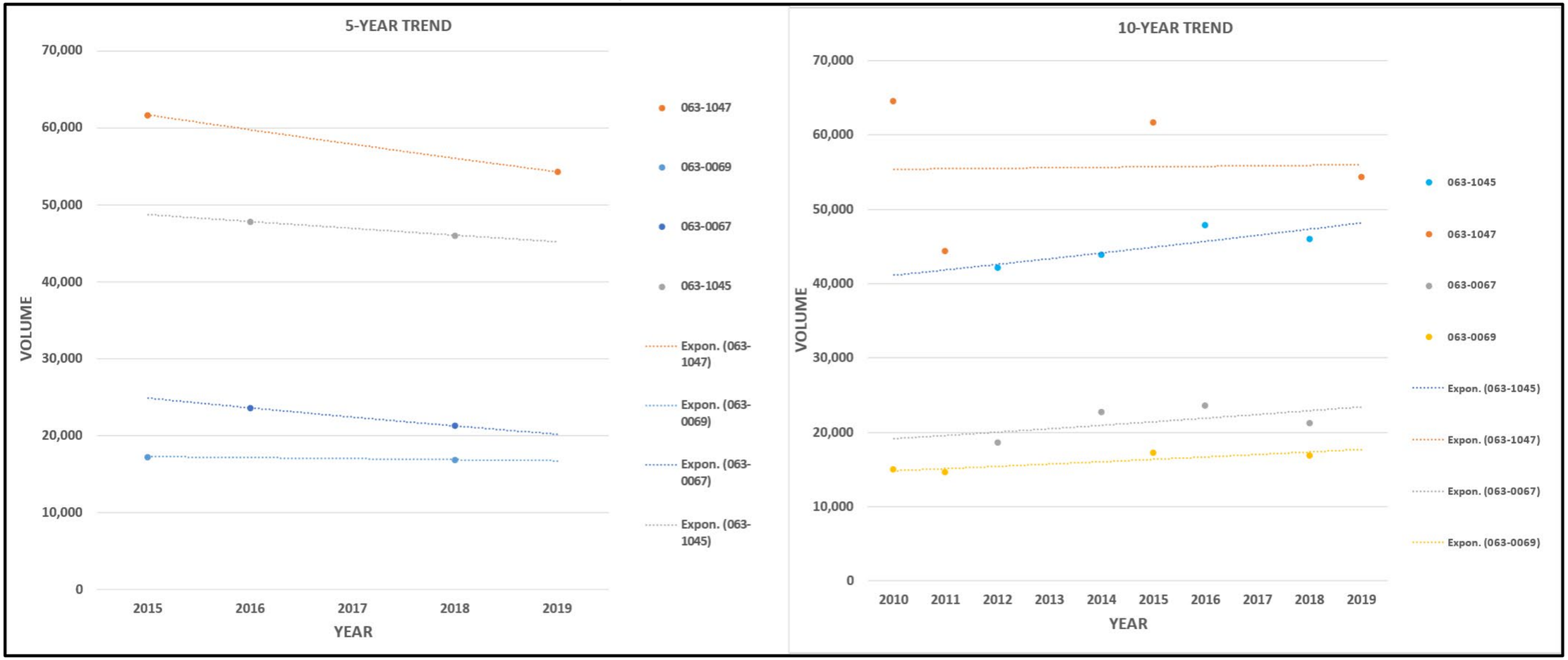
Table 3: TREND ANALYSIS FOR COUNT STATION DATA

ROADWAY	GDOT Count Stations	5-year	10-year
Tara Boulevard (SR 3)	063-1045	0.97%	-0.53%
	063-1047	-2.52%	-1.72%
SR 54	063-0067	-1.27%	1.49%
	063-0069	-0.47%	1.18%
Blended Trend Rates from Count Stations		0.50%**	0.50%**

Note: Rates are calculated based on annual compounding.

**=Trend Rates were negative, raised to 0.50% per GDOT minimum

Figure 20: TREND LINES FOR GDOT COUNT STATIONS



BACKGROUND GROWTH RATES

Growth rates for the area surrounding the development were established based on the data collected from GDOT count stations and the population forecast.

Individual count station trend rates were compounded together with other count station rates on roadways near the development to determine the growth associated with each corridor, based on their weighted count station volumes.

Table 4 shows the compounded growth rates for the surrounding area of the development from the GDOT count stations.

Table 4: GROWTH RATES

COMPOUNDED RATES	
5-YEAR	**10-YEAR**
0.50%	0.50%

For the purpose of this study, **an annual background growth rate of 1.00%** will be used for the area surrounding the Waldon Park development. As discussed during the Pre-Review Meeting, the growth rate has been matched to the previous rate used in the Tara Boulevard widening project (PI# 722030).

BACKGROUND GROWTH FACTORS

Growth factors for the surrounding area of the development were established by applying each respective growth rate to the following equation:

$$\boldsymbol{Growth\ Factor} = (\mathbf{1} + \boldsymbol{r})^{\boldsymbol{n}}$$

Where:
r = *growth rate*
n = *number of years*

The volumes projections were calculated using the following values as 'n', taken as the time period between the Existing, Base, and Design years.

- Existing Year (2021) to Base Year (2028) – n=7
- Base Year (2028) to Design Year (2048) – n=20

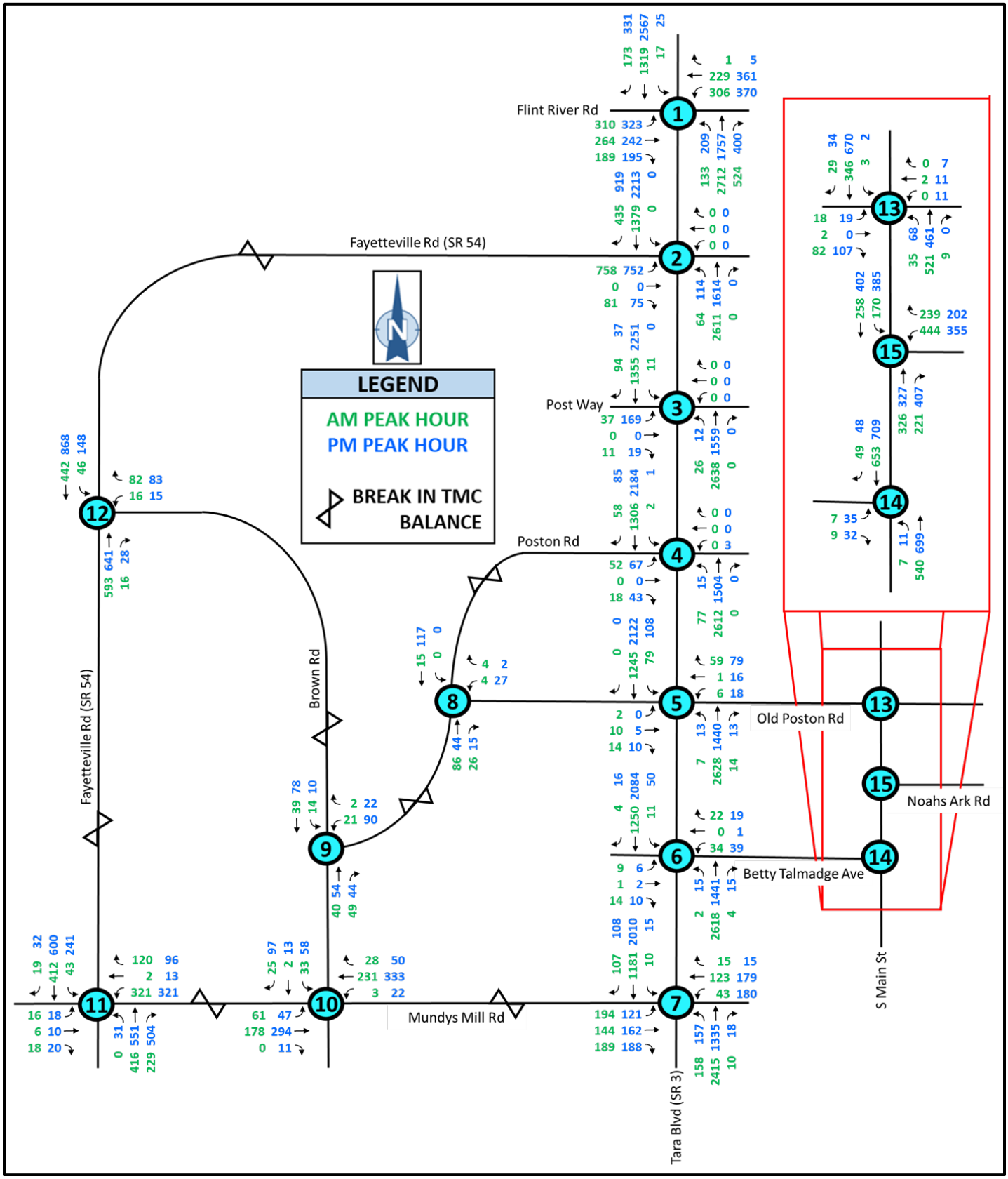
The growth factors for the Waldon Park development area are provided in Table 5.

Table 5: GROWTH FACTORS

PROJECTED	
Base (2028)	**Design (2048)**
1.07	1.22

The Pre-COVID Adjusted and Balanced 2021 Volumes were grown to the build year of 2028 using a growth factor of 1.07. The Projected 2028 No-Build Volumes are shown in Figure 21.

Figure 21: PROJECTED 2028 NO-BUILD VOLUMES



PROJECTED CONDITIONS

TRIP GENERATION

Estimates of traffic volumes expected to be generated by the land uses within the proposed development were obtained using *TripGen 10* software from Trafficware. Trip rates were provided in the ITE publication *Trip Generation*, *10*th Edition.

For the purpose of this study, it was assumed that all trips would travel to the site via automobile and not use the MARTA bus transportation (0% mode split).

Internal capture trips are made from one land use to another within the site. Pass-by trips are trips taken from the adjacent road's (SR 3) existing traffic and brought into the development.

Table 6 shows the generated trips for the land uses within the proposed development. Trip generation data can be found in Appendix F.

Table 6: TRIP GENERATION

ITE CODE	LAND USE DESCRIPTION	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single Family	460 du	4342	85	255	340	287	168	455
220	Townhomes	288 du	2136	30	102	132	101	60	161
820	Shopping Center	66.5 KSF	4556	115	70	185	193	209	402
	UNADJUSTED VOLUME		11034	230	427	657	581	437	1018
	INTERNAL CAPTURE TRIPS		-1040	-6	-6	-12	-73	-73	-146
	PASS-BY TRIPS		-738	0	0	0	-56	-56	-112
	VOLUME ADDED TO ADJACENT STREETS		9256	224	421	645	452	308	760

KSF = 1,000 square feet

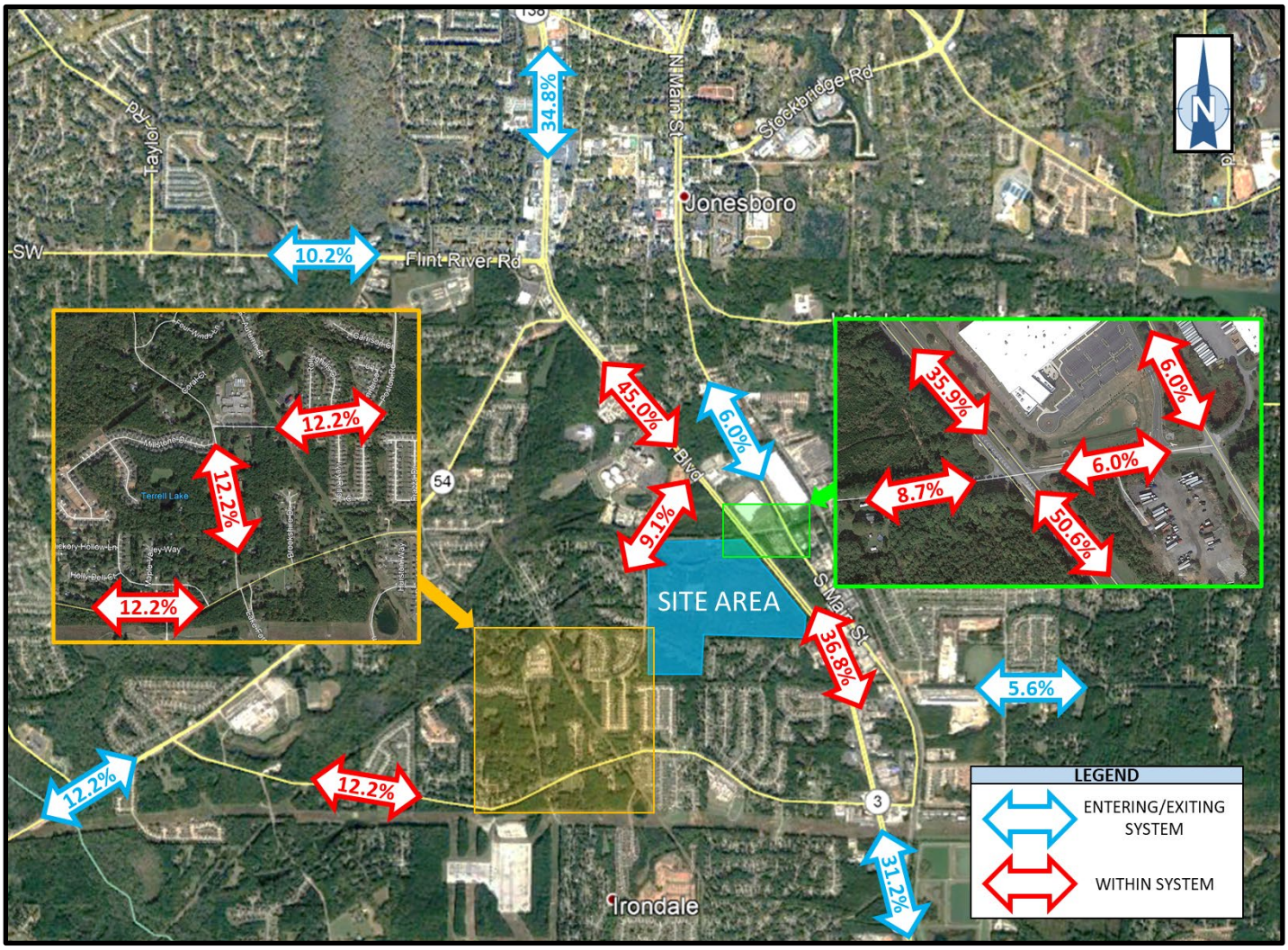
du = dwelling units

TRIP DISTRIBUTION

Trip distribution percentages were developed for generated external new trips. The GDOT Count Stations around the development area were used to acquire volume counts to develop a gravity model based on AM peak hour counts for the new residential trip distribution.

Figure 22 provides the expected residential trip distribution for the development. As discussed during the Pre-Review Meeting, a portion of the traffic traveling to/from north downtown was shifted to north Tara Boulevard (SR 3).

Figure 22: NEW RESIDENTIAL TRIPS DISTRIBUTION

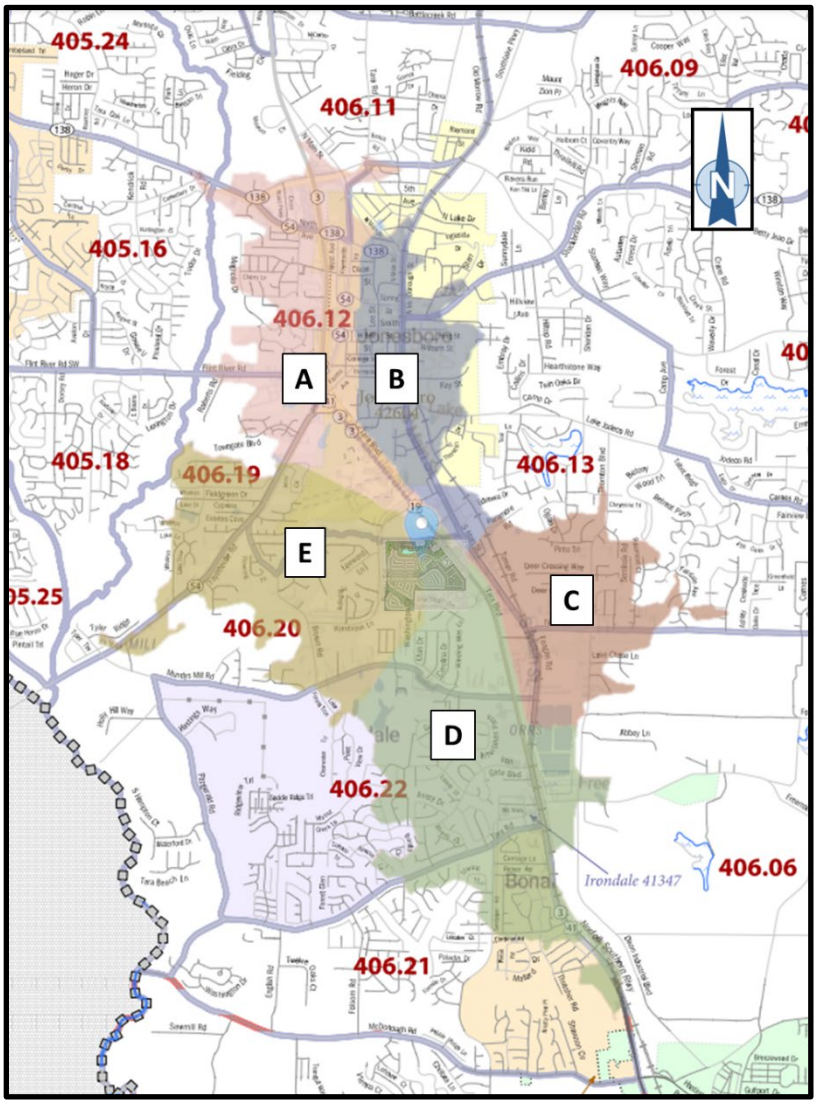


In order to assign new retail trips to the street network, it was necessary to estimate a distribution pattern to define the origin and destination of the new trips. For this purpose, a market analysis was conducted to provide a basis for trip distribution.

The distribution of the population within a reasonable driving distance of the site was used to assign generated trips. The market area is defined by the distance that can be travelled to and from the site within approximately **five minutes**. Figure 23 shows the market area superimposed over the census tracts.

The market area was divided into five sectors that correspond to the travel routes to and from the site. The distribution of the population within the five sectors establishes the basis for distributing the generated traffic.

Figure 23: MARKET AREA



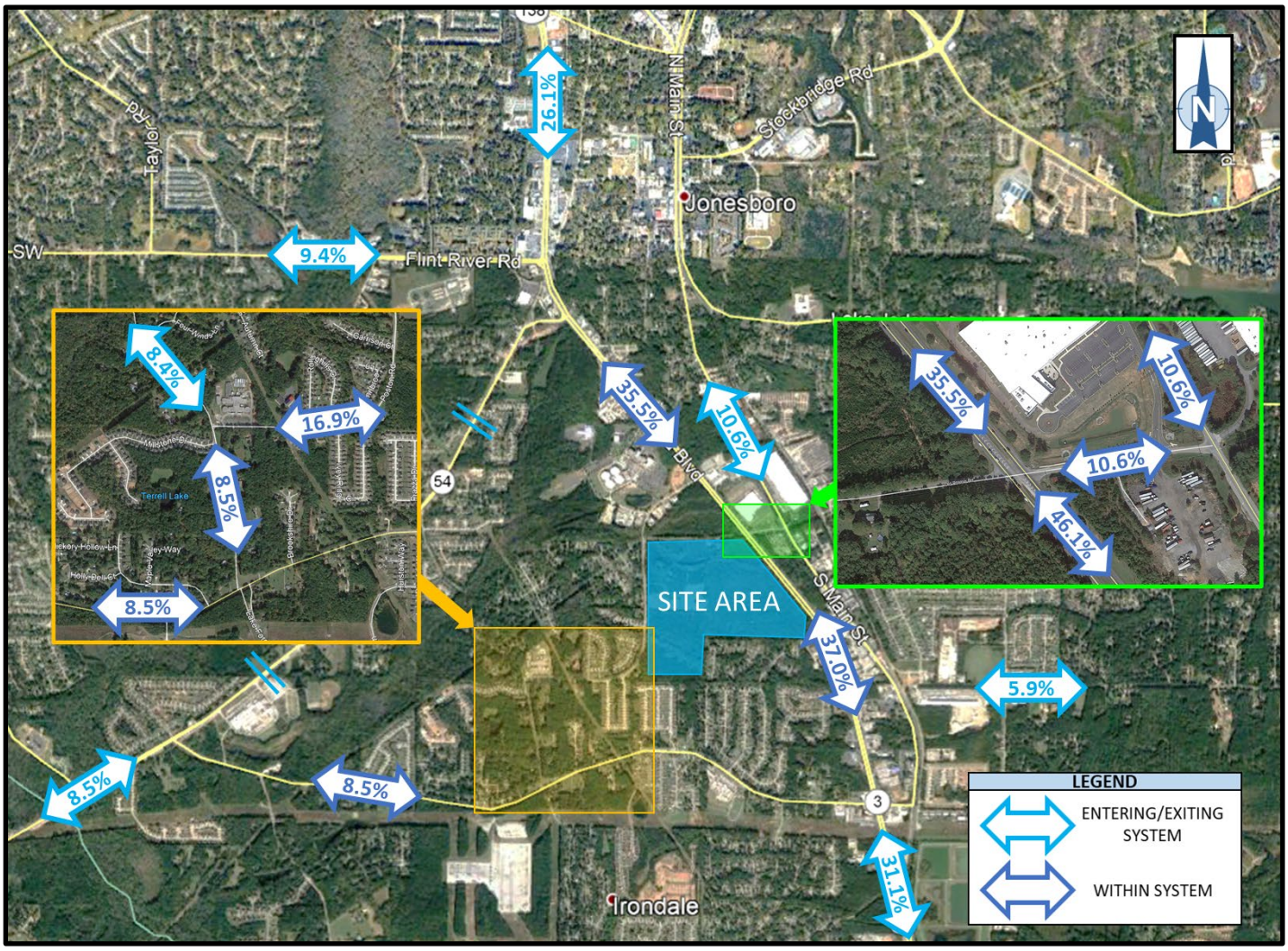
The total population of the market area was estimated to be 16,431 based on census statistics. The population that lies within each sector was determined as shown in Table 7 below.

Table 7: MARKET AREA DISTRIBUTION

	CENSUS TRACT	TOTAL POP. OF TRACT	% OF TRACT IN SECTOR	POP. OF TRACT IN SECTOR	TOTAL SECTOR POP.	% OF MARKET AREA
A	406.12	7,938	60%	4,763		
	406.11	6,850	10%	685		
	406.19	2,556	10%	256		
	405.16	6,535	2%	131		
	Sub-Total for Sector A				5,835	35.5%
B	406.12	7,938	15%	1,191		
	406.13	8,399	5%	420		
	406.09	6,698	2%	134		
	Sub-Total for Sector B				1,745	10.6%
C	406.13	8,399	10%	840		
	406.06	3,894	2%	78		
	406.20	4,575	1%	46		
	Sub-Total for Sector C				964	5.9%
D	406.20	4,575	15%	686		
	406.22	8,224	35%	2,878		
	406.21	10,083	15%	1,512		
	406.06	3,894	1%	39		
	Sub-Total for Sector D				5,115	31.1%
E	406.12	7,938	12%	953		
	406.20	4,575	25%	1,144		
	406.19	2,556	20%	511		
	406.22	8,224	2%	164		
	Sub-Total for Sector E				2,772	16.9%
	MARKET AREA TOTAL				16,431	100%

Figure 24 provides the expected retail trip distribution for the development based on the market area analysis.

Figure 24: NEW RETAIL TRIPS DISTRIBUTION



TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based the new trips distribution established using GDOT count stations. Tables 8 and 9 show how the assigned residential and retail trips, respectively, are expected to reach the development.

The assumptions made when distributing traffic are as follows:

- For all residential trips, 70% will enter/exit via Driveway 2, 10% will enter/exit via Driveway 4, and 20% will enter/exit via Driveway 5.
- Of retail trips traveling south on Tara Boulevard (SR 3), 50% will enter via Driveway 1, 20% will enter via Driveway 2, and 30% will enter via Driveway 3.
    - Retail trips that entered via Driveway 1 and Driveway 2 will exit via Driveway 2 to travel back north. Trips that entered via Driveway 3 will exit via Driveway 3 and complete a U-turn at Driveway 2 to travel back north.
- Of retail trips traveling north on Tara Boulevard (SR 3), 70% will enter via Driveway 2 while the remaining 30% will enter via Driveway 3.
    - All trips that entered via Driveway 3 will exit via Driveway 3 to travel back south.
    - Of trips that entered via Driveway 2, approximately two-thirds will exit via Driveway 1 while the remaining one-third will exit via Driveway 2 to travel back south.
- All retail trips entering/exiting from Brown Road will do so via Driveway 5.

Table 8: NEW TRIPS ASSIGNMENT, RESIDENTIAL

To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on Tara Blvd (SR 3)	34.8%	39	122	118	66
North on S Main St	6.0%	7	21	20	11
West on Flint River Rd	10.2%	11	36	35	20
South on Fayetteville Rd (SR 54)	12.2%	14	43	41	23
East on Noahs Ark Rd	5.6%	6	20	19	11
South on Tara Blvd (SR 3)	31.2%	35	110	106	59
Total Trips	**100%**	**112**	**352**	**339**	**190**

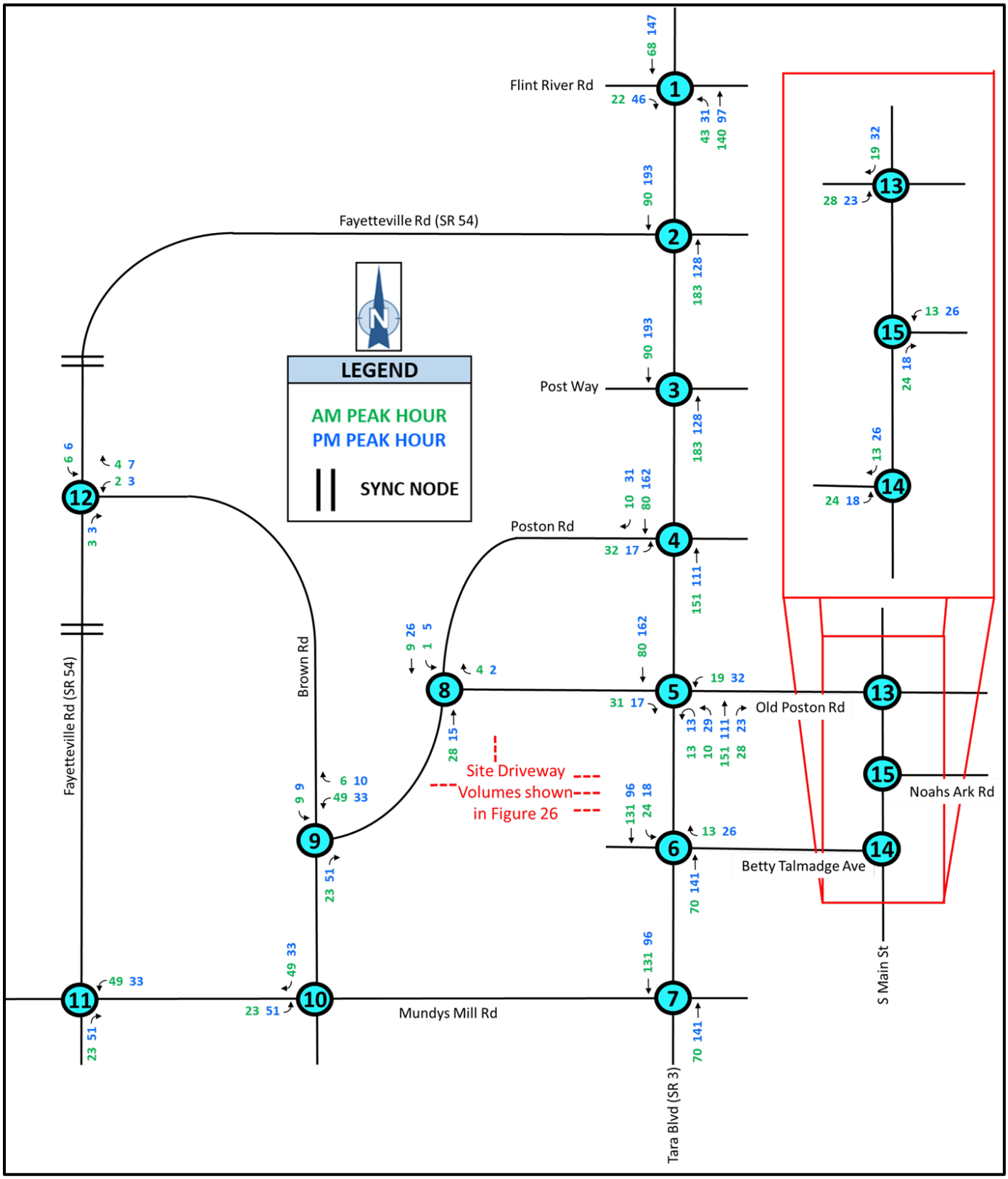
Table 9: NEW TRIPS ASSIGNMENT, RETAIL

To & From	%	AM		PM	
		IN	OUT	IN	OUT
North on Tara Blvd (SR 3)	26.1%	29	18	29	31
North on S Main St	10.6%	12	7	12	12
West on Flint River Rd	9.4%	11	7	11	11
South on Fayetteville Rd (SR 54)	8.5%	9	6	10	10
Fayetteville Rd (SR 54) from Brown Rd	8.4%	9	6	9	10
East on Noahs Ark Rd	5.9%	7	4	7	7
South on Tara Blvd (SR 3)	31.1%	35	21	35	37
Total Trips	**100%**	**112**	**69**	**113**	**118**

New Trips

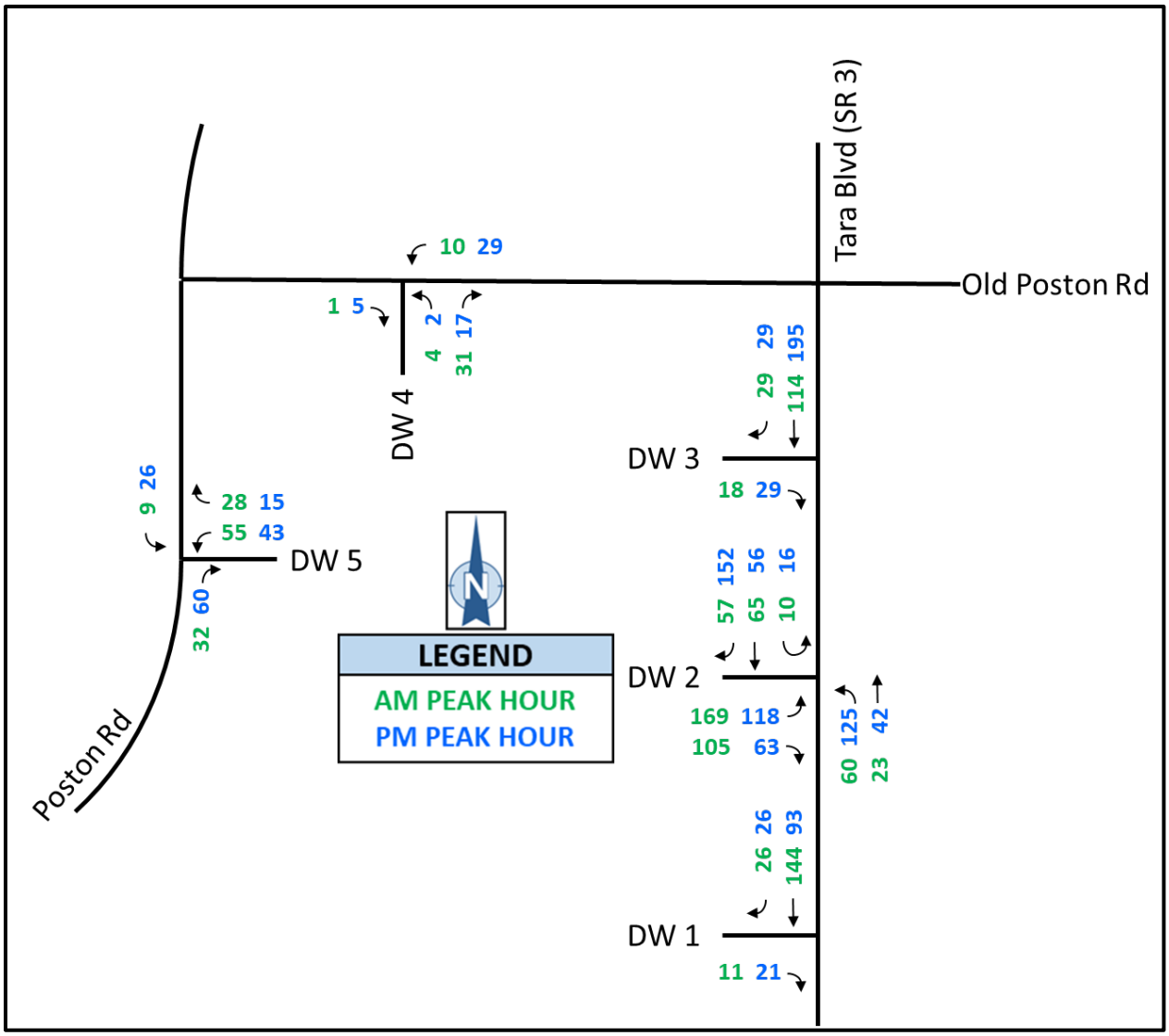
The generated external trips for each peak are shown in Figure 25. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

Figure 25: NEW TRIPS



The generated external trips for each peak entering/exiting the site driveways are shown in Figure 26.

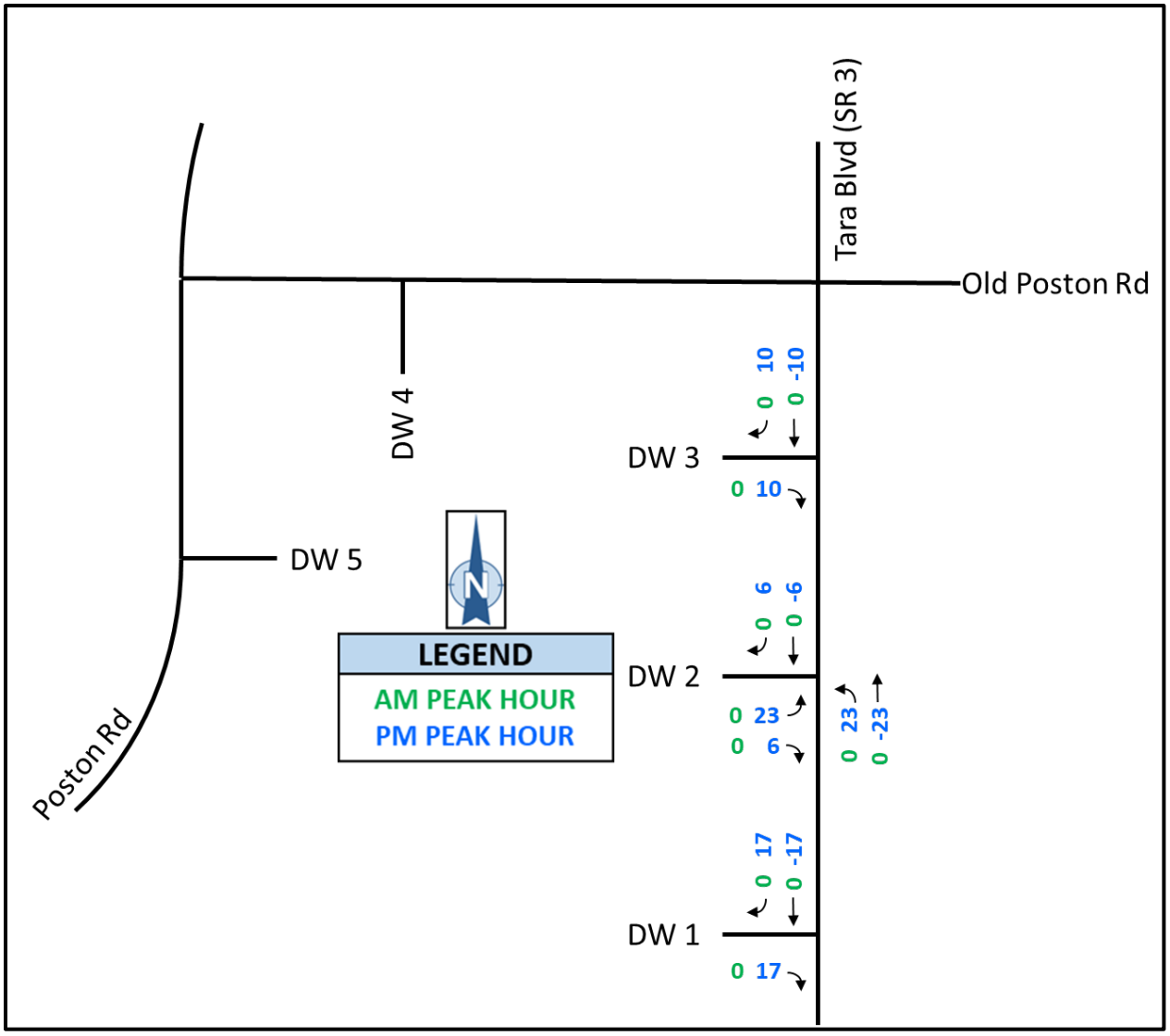
Figure 26: NEW TRIPS – SITE DRIVEWAYS



Pass-By Trips

Figure 27 shows the assigned pass-by trips. The trips shown with a negative sign (-) represent the pass-by trips to be diverted from the adjacent through traffic stream.

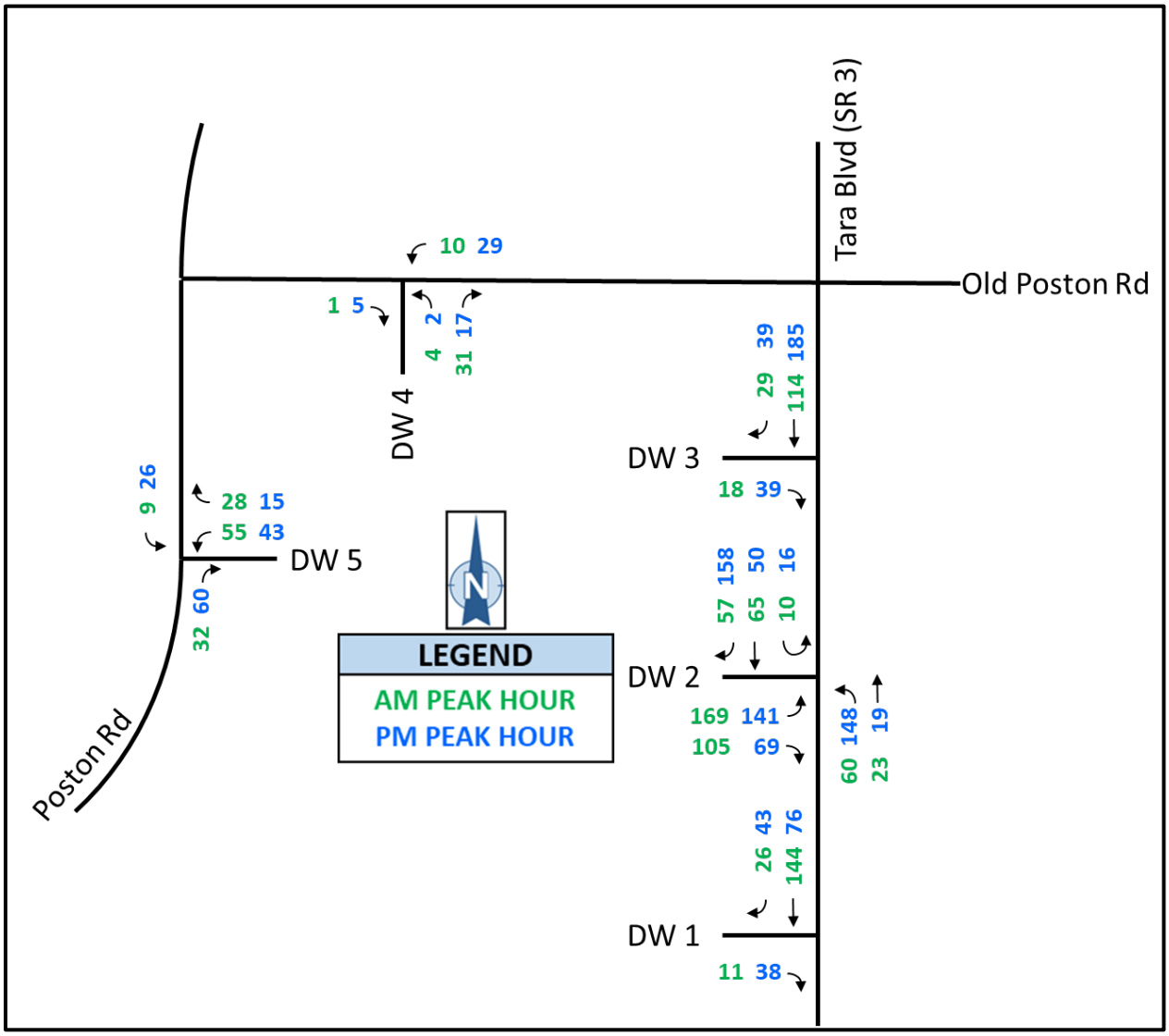
Figure 27: PASS-BY TRIPS



Total New Trips

The combination of the pass-by trips from Figure 27 and the new trips from Figure 26 produces the estimated total new trips at the site driveways as shown in Figure 28. Since the pass-by trips only occur directly at the site driveways, the new trips from Figure 25 are also considered the total new trips.

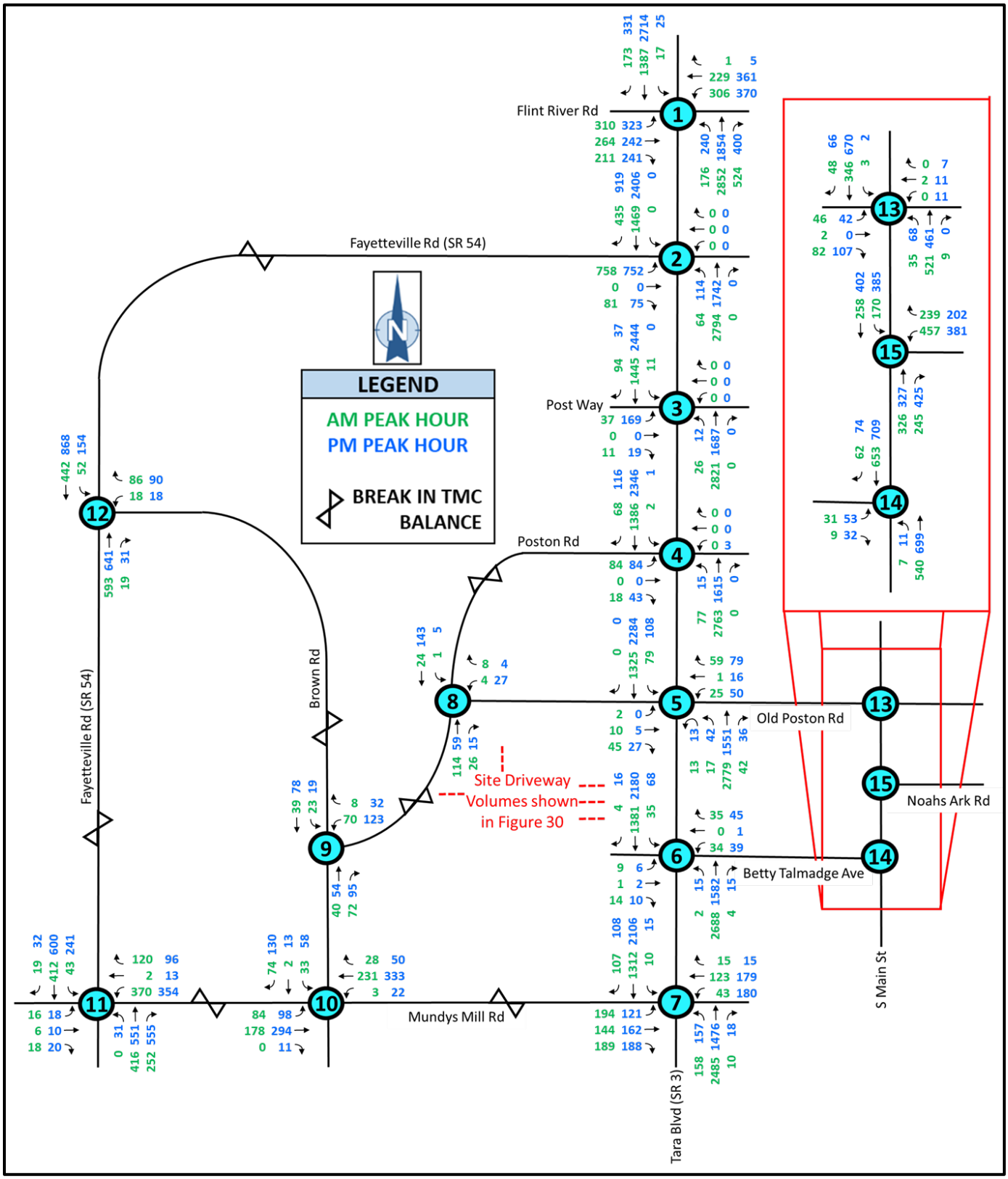
Figure 28: TOTAL NEW TRIPS – SITE DRIVEWAYS



Total Projected Peak Hour Traffic

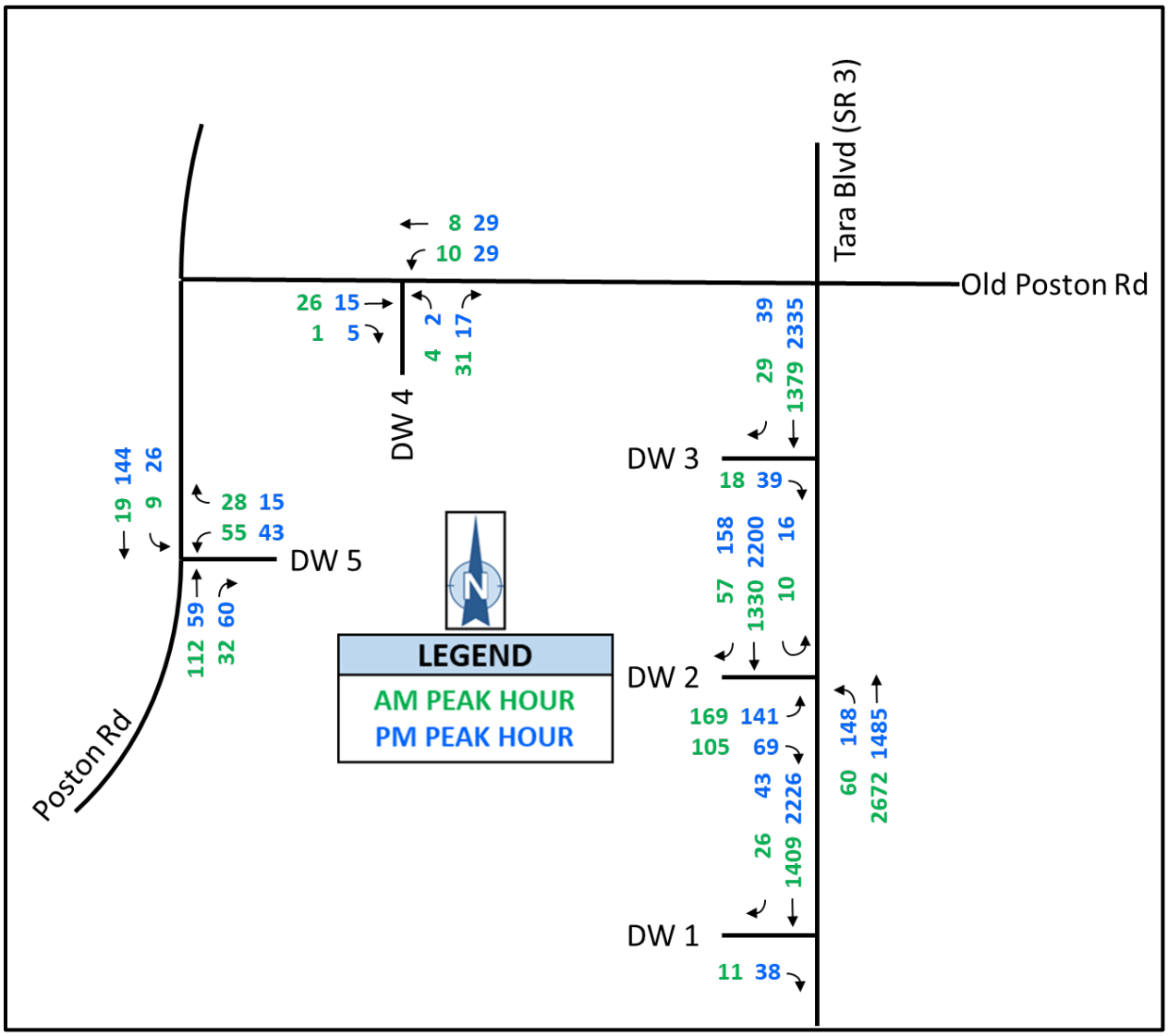
The Projected 2028 Build Volumes, shown in Figure 29, are derived by combining the New Trips (Figures 25 and 28) and the Projected 2028 No-Build Volumes (Figure 21).

Figure 29: PROJECTED 2028 BUILD VOLUMES



The Projected 2028 Build Volumes at the site driveways are shown in Figure 30.

Figure 30: PROJECTED 2028 BUILD VOLUMES – SITE DRIVEWAYS



CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersections. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data.

Tables 10 to 24 summarize the crash frequency at the study intersections. Detailed crash data is provided in Appendix G.

Table 10: CRASH DATA SUMMARY, TARA BLVD (SR 3) & FLINT RIVER RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	103	23/39	0	20	0	61	16	6
2017	81	16/25	0	10	2	52	14	3
2018	74	12/14	0	11	0	48	12	3
2019	67	10/12	0	8	1	45	10	3
2020	69	10/15	0	12	2	43	10	2
Total	**394**	**71/105**	**0**	**61**	**5**	**249**	**62**	**17**

Table 11: CRASH DATA SUMMARY, TARA BLVD (SR 3) & FAYETTEVILLE RD (SR 54)

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	34	5/7	0	2	0	26	4	2
2017	22	4/5	0	1	0	15	6	0
2018	25	3/4	0	4	0	11	10	0
2019	37	3/3	1	5	0	20	9	3
2020	26	5/7	0	2	0	18	5	1
Total	**144**	**20/26**	**1**	**14**	**0**	**90**	**34**	**6**

The fatality occurred due to a pedestrian attempting to improperly cross the roadway in the dark, coming into the path of a southbound vehicle in the far left lane. The pedestrian tried to cross improperly without a crosswalk, therefore it was determined no preventative measures were necessary.

Table 12: CRASH DATA SUMMARY, TARA BLVD (SR 3) & POST WAY

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	14	2/2	0	1	0	10	1	2
2017	12	2/2	0	2	0	7	2	1
2018	12	2/2	0	4	1	5	2	0
2019	17	3/3	0	2	0	14	0	1
2020	13	1/2	0	0	0	10	2	1
Total	**68**	**10/11**	**0**	**9**	**1**	**46**	**7**	**5**

Table 13: CRASH DATA SUMMARY, TARA BLVD (SR 3) & POSTON RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	17	3/10	1	1	1	10	4	1
2017	20	0/0	0	1	0	16	2	1
2018	28	4/5	0	1	0	23	4	0
2019	27	3/4	0	4	0	18	3	2
2020	27	3/6	0	1	1	18	6	1
Total	**119**	**13/25**	**1**	**8**	**2**	**85**	**19**	**5**

The fatality occurred due to a sudden stop of northbound traffic, where a motorcyclist slammed on their brakes and skidded into the back of the truck in front of them. Due to the motorcyclist following too closely, it was determined no preventative measures were necessary.

Table 14: CRASH DATA SUMMARY, TARA BLVD (SR 3) & OLD POSTON RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	7	3/5	0	2	0	2	1	2
2017	10	1/2	0	5	0	3	1	1
2018	10	1/2	0	4	0	5	1	0
2019	13	5/10	0	7	1	1	2	2
2020	13	1/4	0	1	0	7	3	2
Total	**53**	**11/23**	**0**	**19**	**1**	**18**	**8**	**7**

Table 15: CRASH DATA SUMMARY, TARA BLVD (SR 3) & BETTY TALMADGE AVE

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	9	3/7	0	3	0	3	1	2
2017	7	1/2	0	1	0	4	2	0
2018	9	2/2	0	2	0	4	1	2
2019	17	5/12	0	8	1	7	0	1
2020	10	2/4	0	4	1	3	2	0
Total	**52**	**13/27**	**0**	**18**	**2**	**21**	**6**	**5**

Table 16: CRASH DATA SUMMARY, TARA BLVD (SR 3) & MUNDYS MILL RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	35	12/22	2	5	2	28	0	0
2017	27	10/13	0	7	1	15	2	2
2018	21	11/16	1	6	0	12	1	2
2019	25	6/6	0	9	0	16	0	0
2020	39	15/26	0	2	3	31	2	1
Total	**147**	**54/83**	**3**	**29**	**6**	**102**	**5**	**5**

The fatalities in 2016 occurred due to a driver driving at 119 MPH southbound, hitting another vehicle in the northbound left turn lane at 96 MPH. The fatality in 2018 occurred due to a pedestrian under the influence entering the roadway at nighttime and getting hit. It was determined no preventative measures were necessary.

Table 17: CRASH DATA SUMMARY, POSTON RD & OLD POSTON RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	2	1/1	0	1	0	0	0	1
2017	0	0/0	0	0	0	0	0	0
2018	0	0/0	0	0	0	0	0	0
2019	1	0/0	0	0	0	0	0	1
2020	0	0/0	0	0	0	0	0	0
Total	**3**	**1/1**	**0**	**1**	**0**	**0**	**0**	**2**

Table 18: CRASH DATA SUMMARY, POSTON RD & BROWN RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	1	0/0	0	0	0	0	0	1
2017	0	0/0	0	0	0	0	0	0
2018	2	0/0	0	1	0	1	0	0
2019	1	0/0	0	0	0	0	0	1
2020	3	3/3	0	0	0	0	0	3
Total	**7**	**3/3**	**0**	**1**	**0**	**1**	**0**	**5**

Table 19: CRASH DATA SUMMARY, MUNDYS MILL RD & BROWN RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	6	2/2	0	4	0	2	0	0
2017	1	0/0	0	0	0	1	0	0
2018	1	1/2	0	1	0	0	0	0
2019	1	1/1	0	0	0	1	0	0
2020	2	1/1	0	2	0	0	0	0
Total	**11**	**5/6**	**0**	**7**	**0**	**4**	**0**	**0**

Table 20: CRASH DATA SUMMARY, FAYETTEVILLE RD (SR 54) & MUNDYS MILL RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	15	6/10	0	6	0	7	0	2
2017	11	2/4	0	2	0	8	0	1
2018	8	1/1	0	2	0	5	0	1
2019	11	2/2	0	2	1	8	0	0
2020	2	0/0	0	1	0	1	0	0
Total	**47**	**11/17**	**0**	**13**	**1**	**29**	**0**	**4**

Table 21: CRASH DATA SUMMARY, FAYETTEVILLE RD (SR 54) & BROWN RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	1	0/0	0	0	0	1	0	0
2017	1	1/6	0	1	0	0	0	0
2018	0	0/0	0	0	0	0	0	0
2019	0	0/0	0	0	0	0	0	0
2020	2	0/0	0	2	0	0	0	0
Total	**4**	**1/6**	**0**	**3**	**0**	**1**	**0**	**0**

Table 22: CRASH DATA SUMMARY, S MAIN ST & OLD POSTON RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	2	0/0	0	1	0	1	0	0
2017	2	1/5	0	0	0	2	0	0
2018	4	3/5	0	1	0	2	0	1
2019	0	0/0	0	0	0	0	0	0
2020	2	0/0	0	1	0	0	0	1
Total	**10**	**4/10**	**0**	**3**	**0**	**5**	**0**	**2**

Table 23: CRASH DATA SUMMARY, S MAIN ST & BETTY TALMADGE AVE

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	7	2/2	0	5	0	1	1	0
2017	1	0/0	0	0	0	1	0	0
2018	5	1/1	0	3	0	1	1	0
2019	1	0/0	0	0	0	0	1	0
2020	3	3/7	0	2	0	0	0	1
Total	**17**	**6/10**	**0**	**10**	**0**	**3**	**3**	**1**

Table 24: CRASH DATA SUMMARY, S MAIN ST & NOAHS ARK RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT-ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2016	13	5/6	0	2	2	7	0	2
2017	6	1/1	0	1	0	5	0	0
2018	7	2/4	0	2	0	4	1	0
2019	4	1/2	0	0	0	4	0	0
2020	8	2/3	0	1	0	6	0	1
Total	**38**	**11/16**	**0**	**6**	**2**	**26**	**1**	**3**

During the analysis period (2016 through 2020), the most common crash types were rear end collisions, which account for 61% of all crashes. Five fatalities were recorded over this span at the following intersections: Tara Boulevard (SR 3) and Fayetteville Road (SR 54), Tara Boulevard (SR 3) and Poston Road, and Tara Boulevard (SR 3) and Mundys Mill Road.

CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 6th Edition, and with the use of *Synchro 10* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 25.

Table 25: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	≥80.0	≥50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 6th Edition

EXISTING CONDITIONS

The intersections were evaluated under existing conditions. The results of the capacity analysis are summarized in Table 26 (signalized intersection) and Table 27 (unsignalized intersections) below and on the following page. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix H.

Table 26: CAPACITY ANALYSIS RESULTS, 2021 EXISTING CONDITIONS (SIGNALIZED)

INTERSECTION		2021 EXISTING CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	D (35.5)	D (48.8)
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	C (24.2)	C (27.6)
3	Tara Blvd (SR 3) & Post Way	B (11.7)	B (12.0)
4	Tara Blvd (SR 3) & Poston Rd	B (13.1)	A (9.7)
7	Tara Blvd (SR 3) & Mundys Mill Rd	D (48.0)	D (45.8)
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	B (13.2)	B (18.9)
15	S Main St & Noahs Ark Rd	**F (86.3)**	**F (82.5)**

Capacity results indicate that all of the signalized intersections, except for the intersection of S Main Street and Noahs Ark Road, operate at LOS D or better in both peak hours under existing conditions.

Table 27: CAPACITY ANALYSIS RESULTS, 2021 EXISTING CONDITIONS (UNSIGNALIZED)

INTERSECTION		APPROACH-MOVEMENT	2021 EXISTING CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	**F (*)**	**F (67.4)**
		WB-L/T/R	**F (716.7)**	**F (159.7)**
		NB-L	B (11.9)	C (19.0)
		NB-T/R	A (0.0)	A (0.0)
		SB-L	**F (103.3)**	C (15.7)
		SB-T/R	A (0.0)	A (0.0)
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	**F (82.9)**	**F (125.5)**
		EB-R	B (14.5)	C (21.5)
		WB-L/T/R	**F (*)**	**F (95.2)**
		NB-L	B (11.8)	C (19.5)
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	**F (50.6)**	B (14.5)
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)
8	Poston Rd & Old Poston Rd	WB-L/R	A (9.0)	A (9.6)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (0.0)	A (0.0)
9	Poston Rd & Brown Rd	WB-L/R	A (9.6)	B (10.2)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (7.5)	A (7.4)
10	Mundys Mill Rd & Brown Rd	EB-L/T	A (8.0)	A (8.1)
		EB-R	A (0.0)	A (0.0)
		WB-L/T/R	A (7.6)	A (7.9)
		SB-L/T/R	B (13.7)	C (15.7)
12	Fayetteville Rd (SR 54) & Brown Rd	WB-L/R	C (17.2)	C (24.9)
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	A (9.0)	A (9.5)
		SB-T	A (0.0)	A (0.0)
13	S Main St & Old Poston Rd	EB-L/T/R	C (16.0)	D (33.4)
		WB-L/T/R	D (25.0)	**F (51.8)**
		NB-L/T	A (8.3)	A (9.8)
		NB-R	A (0.0)	A (0.0)
		SB-L/T/R	A (8.5)	A (8.3)
14	S Main St & Betty Talmadge Ave	EB-L/R	C (19.7)	D (32.9)
		NB-L/T	A (9.1)	A (9.3)
		SB-T/R	A (0.0)	A (0.0)

* = Delay time of over 1000 seconds

Two-stage left turns were allowed at intersections where the median was 25 feet wide or larger.

Capacity results indicate that the eastbound and westbound approaches at Tara Boulevard's (SR 3) intersections with Old Poston Road and Betty Talmadge Avenue are operating at LOS F in both peak hours under existing conditions. The southbound lefts at these same intersections operate at LOS F during the AM peak hour.

Tables 28-30 show the 95th percentile queue lengths in feet for all movements for the study intersections under existing conditions.

Table 28: 95TH PERCENTILE QUEUE LENGTHS (FT), 2021 EXISTING CONDITIONS

INTERSECTION		APPROACH-MOVEMENT	2021 EXISTING CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	EB-L	333	330
		EB-T	658	535
		EB-R	0	0
		WB-L	338	395
		WB-T/R	225	350
		NB-L	128	208
		NB-T	35	8
		NB-R	0	0
		SB-L	40	55
		SB-T	415	1093
		SB-R	0	0
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	EB-L	648	783
		EB-L/T	0	0
		EB-R	138	133
		WB-L/T/R	0	0
		NB-L	38	60
		NB-T/R	705	283
		SB-L	0	0
		SB-T	5	3
		SB-R	0	0
3	Tara Blvd (SR 3) & Post Way	EB-L	53	200
		EB-L/T/R	40	0
		WB-L/T/R	0	0
		NB-L	5	8
		NB-T/R	775	200
		SB-L	10	0
		SB-T	223	638
		SB-R	0	0
4	Tara Blvd (SR 3) & Poston Rd	EB-L/T	118	148
		EB-R	0	0
		WB-L/T/R	0	5
		NB-L	13	8
		NB-T/R	830	255
		SB-L	3	0
		SB-T	263	573
		SB-R	0	0
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	+	18
		WB-L/T/R	195	163
		NB-L	0	3
		NB-T/R	0	0
		SB-L	105	23
		SB-T/R	0	0

25 ft = 1 car + = computation not defined

Table 29: 95TH PERCENTILE QUEUE LENGTHS (FT), 2021 EXISTING CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2021 EXISTING CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	15	18
		EB-R	3	3
		WB-L/T/R	190	75
		NB-L	0	5
		NB-T	0	0
		NB-R	0	0
		SB-L	10	10
		SB-T	0	0
		SB-R	0	0
7	Tara Blvd (SR 3) & Mundys Mill Rd	EB-L	288	168
		EB-T	280	328
		EB-R	0	0
		WB-L	85	338
		WB-T/R	378	447
		NB-L	83	333
		NB-T	1560	463
		NB-R	0	0
		SB-L	13	10
		SB-T	443	1060
		SB-R	0	0
8	Poston Rd & Old Poston Rd	WB-L/R	0	3
		NB-T/R	0	0
		SB-L/T	0	0
9	Poston Rd & Brown Rd	WB-L/R	3	15
		NB-T/R	0	0
		SB-L/T	0	0
10	Mundys Mill Rd & Brown Rd	EB-L/T	5	3
		EB-R	0	0
		WB-L/T/R	0	3
		SB-L/T/R	13	35
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	EB-L/T/R	15	33
		WB-L/T	148	258
		WB-R	0	0
		NB-L	0	13
		NB-T	125	210
		NB-R	0	0
		SB-L	18	155
		SB-T	123	310
		SB-R	5	13
12	Fayetteville Rd (SR 54) & Brown Rd	WB-L/R	25	38
		NB-T	0	0
		NB-R	0	0
		SB-L	5	13
		SB-T	0	0

25 ft = 1 car

Table 30: 95TH PERCENTILE QUEUE LENGTHS (FT), 2021 EXISTING CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2021 EXISTING CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
13	S Main St & Old Poston Rd	EB-L/T/R	25	70
		WB-L/T/R	0	28
		NB-L/T	3	8
		NB-R	0	0
		SB-L/T/R	0	0
14	S Main St & Betty Talmadge Ave	EB-L/R	5	38
		NB-L/T	0	0
		SB-T/R	0	0
15	S Main St & Noahs Ark Rd	WB-L/R	1128	840
		NB-T/R	888	932
		SB-L	290	415
		SB-T	233	203

25 ft = 1 car

PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected no-build conditions, with projected geometry and projected 2028 no-build traffic volumes. The results of the capacity analysis are summarized in Table 31 (signalized intersection) and Table 32 (unsignalized intersections) below. Capacity analysis reports for projected no-build conditions can be found in Appendix I.

The projected geometry includes the widening projects on Tara Boulevard (SR 3) (PI #722030) and Fayetteville Road (SR 54) (PI #721440) that are expected to be complete before the proposed development is expected to be built-out by 2028; it will start if approved. The eastbound dual lefts at the intersection of Tara Boulevard (SR 3) and Flint River Road will also be increased to triple lefts (PI #0016928).

Table 31: CAPACITY ANALYSIS RESULTS, 2028 NO-BUILD CONDITIONS (SIGNALIZED)

INTERSECTION		2028 NO-BUILD CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	D (42.7)	**E (59.8)**
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	B (13.1)	B (19.2)
3	Tara Blvd (SR 3) & Post Way	A (1.4)	A (4.3)
4	Tara Blvd (SR 3) & Poston Rd	B (14.8)	A (3.6)
7	Tara Blvd (SR 3) & Mundys Mill Rd	D (40.3)	D (36.9)
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	B (12.3)	B (18.3)
12	Fayetteville Rd (SR 54) & Brown Rd	A (6.5)	A (4.0)
15	S Main St & Noahs Ark Rd	**F (106.9)**	**F (101.3)**

Capacity results indicate that all of the signalized intersections, except for the intersections of S Main Street and Noahs Ark Road in both peak hours and Tara Boulevard (SR 3) and Flint River Road in the PM peak hour, operate at LOS D or better in both peak hours under projected no-build conditions.

Table 32: CAPACITY ANALYSIS RESULTS, 2028 NO-BUILD CONDITIONS (UNSIGNALIZED)

INTERSECTION		APPROACH-MOVEMENT	2028 NO-BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	**F (*)**	**F (*)**
		WB-L/T/R	**F (*)**	**F (827.9)**
		NB-L	C (19.9)	**E (47.6)**
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	**F (*)**	**E (43.2)**
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	**F (106.9)**	**F (325.9)**
		EB-R	C (17.9)	D (26.9)
		WB-L/T/R	**F (*)**	**F (224.6)**
		NB-L	C (19.4)	**F (50.5)**
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	**F (234.1)**	D (30.3)
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)
8	Poston Rd & Old Poston Rd	WB-L/R	A (9.0)	A (9.7)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (0.0)	A (0.0)
9	Poston Rd & Brown Rd	WB-L/R	A (9.7)	B (10.4)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (7.6)	A (7.5)
10	Mundys Mill Rd & Brown Rd	EB-L/T	A (8.1)	A (8.2)
		EB-R	A (0.0)	A (0.0)
		WB-L/T/R	A (7.7)	A (7.9)
		SB-L/T/R	B (14.4)	C (17.2)
13	S Main St & Old Poston Rd	EB-L/T/R	C (17.5)	**E (44.8)**
		WB-L/T/R	D (27.4)	**F (71.2)**
		NB-L/T	A (8.4)	B (10.1)
		NB-R	A (0.0)	A (0.0)
		SB-L/T/R	A (8.7)	A (8.4)
14	S Main St & Betty Talmadge Ave	EB-L/R	C (21.0)	**E (40.4)**
		NB-L/T	A (9.2)	A (9.5)
		SB-T/R	A (0.0)	A (0.0)

* = Delay time of over 1000 seconds

Two-stage left turns were allowed at intersections where the median was 25 feet wide or larger.

Capacity results indicate that multiple movements at Tara Boulevard's (SR 3) intersections with Old Poston Road and Betty Talmadge Avenue are projected to operate at LOS E or worse in both peak hours under projected no-build conditions. The side street movements at S Main Street's intersections with Old Poston Road and Betty Talmadge Avenue are projected to operate at LOS E or worse in the PM peak hour under projected no-build conditions as well.

Tables 33-35 show the 95th percentile queue lengths in feet for all movements for the study intersections under 2028 projected no-build conditions.

Table 33: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 NO-BUILD CONDITIONS

INTERSECTION		APPROACH-MOVEMENT	2028 NO-BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	EB-L	233	235
		EB-T	490	443
		EB-R	0	0
		WB-L	470	568
		WB-T/R	230	343
		NB-L	135	288
		NB-T	148	10
		NB-R	0	0
		SB-L	43	60
		SB-T	472	1190
		SB-R	0	0
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	EB-L	447	523
		EB-L/T	0	0
		EB-R	157	150
		WB-L/T/R	0	0
		NB-L	33	223
		NB-T/R	15	8
		SB-L	0	0
		SB-T	5	3
		SB-R	0	0
3	Tara Blvd (SR 3) & Post Way	EB-L	55	210
		EB-L/T/R	43	0
		WB-L/T/R	0	0
		NB-L	5	3
		NB-T/R	10	5
		SB-L	3	0
		SB-T	3	8
		SB-R	0	0
4	Tara Blvd (SR 3) & Poston Rd	EB-L/T	125	158
		EB-R	0	0
		WB-L/T/R	0	5
		NB-L	43	3
		NB-T/R	363	170
		SB-L	0	0
		SB-T	645	8
		SB-R	0	0

25 ft = 1 car

Table 34: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 NO-BUILD CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2028 NO-BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	+	+
		WB-L/T/R	+	310
		NB-L	3	13
		NB-T	0	0
		NB-R	0	0
		SB-L	263	75
		SB-T	0	0
		SB-R	0	0
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	20	33
		EB-R	5	5
		WB-L/T/R	235	123
		NB-L	0	15
		NB-T	0	0
		NB-R	0	0
		SB-L	38	28
		SB-T	0	0
		SB-R	0	0
7	Tara Blvd (SR 3) & Mundys Mill Rd	EB-L	595	230
		EB-T	295	318
		EB-R	0	0
		WB-L	10	368
		WB-T/R	295	380
		NB-L	83	235
		NB-T	660	318
		NB-R	0	0
		SB-L	5	10
		SB-T	283	598
		SB-R	0	0
8	Poston Rd & Old Poston Rd	WB-L/R	0	3
		NB-T/R	0	0
		SB-L/T	0	0
9	Poston Rd & Brown Rd	WB-L/R	3	15
		NB-T/R	0	0
		SB-L/T	0	0
10	Mundys Mill Rd & Brown Rd	EB-L/T	5	3
		EB-R	0	0
		WB-L/T/R	0	3
		SB-L/T/R	15	43

25 ft = 1 car + = computation not defined

Table 35: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 NO-BUILD CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2028 NO-BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	EB-L	5	13
		EB-T/R	8	23
		WB-L	133	273
		WB-T	0	10
		WB-R	0	0
		NB-L	0	13
		NB-T	60	113
		NB-R	0	0
		SB-L	15	170
		SB-T	60	173
		SB-R	5	15
12	Fayetteville Rd (SR 54) & Brown Rd	WB-L/R	48	57
		NB-U	0	0
		NB-T	25	0
		NB-R	0	0
		SB-L	8	8
		SB-T	18	3
13	S Main St & Old Poston Rd	EB-L/T/R	30	95
		WB-L/T/R	0	38
		NB-L/T	3	8
		NB-R	0	0
		SB-L/T/R	0	0
14	S Main St & Betty Talmadge Ave	EB-L/R	5	48
		NB-L/T	0	0
		SB-T/R	0	0
15	S Main St & Noahs Ark Rd	WB-L/R	1435	982
		NB-T/R	1100	1168
		SB-L	358	530
		SB-T	283	235

25 ft = 1 car

PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected build conditions, with projected geometry and projected 2028 build traffic volumes. The results of the capacity analysis are summarized in Table 36 (signalized intersection) and Table 37 (unsignalized intersections) below. Capacity analysis reports for projected build conditions can be found in Appendix J.

The projected geometry that includes the widening projects (PI #722030 and PI #721440) and the eastbound triple lefts on Flint River Road (PI #0016928) has also been included in the projected build conditions.

It was assumed that Driveways 1 and 3 would be right-in/right-out (RIRO) only and that Driveway 2 would have a median opening as it is the main driveway on Tara Boulevard (SR 3). Driveways 4 and 5 were both evaluated under minor stop control.

Table 36: CAPACITY ANALYSIS RESULTS, 2028 BUILD CONDITIONS (SIGNALIZED)

INTERSECTION		2028 BUILD CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	D (51.8)	**E (67.7)**
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	B (12.6)	B (20.0)
3	Tara Blvd (SR 3) & Post Way	A (1.3)	A (4.1)
4	Tara Blvd (SR 3) & Poston Rd	B (18.3)	A (4.2)
7	Tara Blvd (SR 3) & Mundys Mill Rd	D (40.2)	D (38.7)
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	B (13.5)	B (20.0)
12	Fayetteville Rd (SR 54) & Brown Rd	A (6.7)	A (4.2)
15	S Main St & Noahs Ark Rd	**F (116.8)**	**F (109.8)**

Capacity results indicate that all of the signalized intersections, except for the intersections of S Main Street and Noahs Ark Road in both peak hours and Tara Boulevard (SR 3) and Flint River Road in the PM peak hour, operate at LOS D or better in both peak hours under projected build conditions.

Table 37: CAPACITY ANALYSIS RESULTS, 2028 BUILD CONDITIONS (UNSIGNALIZED)

INTERSECTION		APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	**F (*)**	**F (84.0)**
		WB-L/T/R	**F (*)**	**F (231.7)**
		NB-L	C (20.7)	**F (102.0)**
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	**F (*)**	**F (59.4)**
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	**F (*)**	**F (502.9)**
		EB-R	C (18.6)	D (28.8)
		WB-L/T/R	**F (*)**	**F (437.2)**
		NB-L	C (22.1)	**F (57.8)**
		NB-T	A (0.0)	A (0.0)
		NB-R	A (0.0)	A (0.0)
		SB-L	**F (703.2)**	**E (43.9)**
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)
8	Poston Rd & Old Poston Rd	WB-L/R	A (9.2)	B (10.1)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (7.5)	A (7.4)
9	Poston Rd & Brown Rd	WB-L/R	B (10.6)	B (11.4)
		NB-T/R	A (0.0)	A (0.0)
		SB-L/T	A (7.7)	A (7.6)
10	Mundys Mill Rd & Brown Rd	EB-L/T	A (8.2)	A (8.4)
		EB-R	A (0.0)	A (0.0)
		WB-L/T/R	A (7.7)	A (7.9)
		SB-L/T/R	B (14.4)	C (20.1)
13	S Main St & Old Poston Rd	EB-L/T/R	D (28.0)	**F (146.2)**
		WB-L/T/R	D (28.1)	**F (76.2)**
		NB-L/T	A (8.4)	B (10.2)
		NB-R	A (0.0)	A (0.0)
		SB-L/T/R	A (8.7)	A (8.4)
14	S Main St & Betty Talmadge Ave	EB-L/R	D (31.1)	**F (59.1)**
		NB-L/T	A (9.3)	A (9.6)
		SB-T/R	A (0.0)	A (0.0)
	Tara Blvd (SR 3) & DW 1	EB-R	C (17.5)	**E (37.3)**
		NB-T	A (0.0)	A (0.0)
		SB-T	A (0.0)	A (0.0)
		SB-R	A (0.0)	A (0.0)

* = Delay time of over 1000 seconds

Two-stage left turns were allowed at intersections where the median was 25 feet wide or larger.

Table 38: CAPACITY ANALYSIS RESULTS, 2028 BUILD CONDITIONS (UNSIGNALIZED) - CONTINUED

INTERSECTION	APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
Tara Blvd (SR 3) & DW 2	EB-L/R	**F (*)**	**F (293.7)**
	NB-L	D (25.3)	**F (569.5)**
	NB-T	A (0.0)	A (0.0)
	SB-U	**E (42.8)**	C (15.6)
	SB-T	A (0.0)	A (0.0)
	SB-R	A (0.0)	A (0.0)
Tara Blvd (SR 3) & DW 3	EB-R	C (17.5)	**E (41.9)**
	NB-T	A (0.0)	A (0.0)
	SB-T	A (0.0)	A (0.0)
	SB-R	A (0.0)	A (0.0)
Old Poston Rd & DW 4	EB-T/R	A (0.0)	A (0.0)
	WB-L/T	A (7.3)	A (7.3)
	NB-L/R	A (8.6)	A (8.5)
Poston Rd & DW 5	WB-L/R	A (9.7)	B (10.2)
	NB-T	A (0.0)	A (0.0)
	NB-R	A (0.0)	A (0.0)
	SB-L/T	A (7.5)	A (7.5)

* = Delay time of over 1000 seconds

Two-stage left turns were allowed at intersections where the median was 25 feet wide or larger.

Capacity results indicate that multiple movements at Tara Boulevard's (SR 3) intersections with Old Poston Road, Betty Talmadge Avenue, and Driveway 2 are projected to operate at LOS E or worse in both peak hours under projected build conditions. The side street movements at S Main Street's intersections with Old Poston Road and Betty Talmadge Avenue are projected to operate at LOS E or worse in the PM peak hour under projected build conditions as well. The eastbound right turn movements out of Driveway 1 and Driveway 3 onto Tara Boulevard (SR 3) are projected to operate at LOS E during the PM peak hour.

Tables 39-42 show the 95th percentile queue lengths in feet for all movements for the study intersections under 2028 projected build conditions.

Table 39: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 BUILD CONDITIONS

INTERSECTION		APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
1	Tara Blvd (SR 3) & Flint River Rd	EB-L	233	235
		EB-T	490	443
		EB-R	0	0
		WB-L	500	568
		WB-T/R	230	343
		NB-L	165	358
		NB-T	260	10
		NB-R	0	0
		SB-L	43	60
		SB-T	513	1383
		SB-R	0	0
2	Tara Blvd (SR 3) & Fayetteville Rd (SR 54)	EB-L	447	543
		EB-L/T	0	0
		EB-R	158	150
		WB-L/T/R	0	0
		NB-L	33	57
		NB-T/R	20	5
		SB-L	0	0
		SB-T	5	3
		SB-R	0	0
3	Tara Blvd (SR 3) & Post Way	EB-L	55	210
		EB-L/T/R	43	0
		WB-L/T/R	0	0
		NB-L	5	3
		NB-T/R	10	5
		SB-L	3	0
		SB-T	5	8
		SB-R	0	0
4	Tara Blvd (SR 3) & Poston Rd	EB-L/T	198	195
		EB-R	0	0
		WB-L/T/R	0	5
		NB-L	48	5
		NB-T/R	518	210
		SB-L	0	0
		SB-T	688	10
		SB-R	0	0

25 ft = 1 car

Table 40: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 BUILD CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
5	Tara Blvd (SR 3) & Old Poston Rd	EB-L/T/R	+	45
		WB-L/T/R	+	242
		NB-L	10	78
		NB-T	0	0
		NB-R	0	0
		SB-L	280	95
		SB-T	0	0
		SB-R	0	0
6	Tara Blvd (SR 3) & Betty Talmadge Ave	EB-L/T	+	38
		EB-R	5	5
		WB-L/T/R	+	155
		NB-L	0	18
		NB-T	0	0
		NB-R	0	0
		SB-L	125	53
		SB-T	0	0
		SB-R	0	0
7	Tara Blvd (SR 3) & Mundys Mill Rd	EB-L	603	258
		EB-T	295	315
		EB-R	0	0
		WB-L	10	418
		WB-T/R	295	380
		NB-L	83	248
		NB-T	690	353
		NB-R	0	0
		SB-L	8	10
		SB-T	318	640
		SB-R	0	0
8	Poston Rd & Old Poston Rd	WB-L/R	0	5
		NB-T/R	0	0
		SB-L/T	0	0
9	Poston Rd & Brown Rd	WB-L/R	13	25
		NB-T/R	0	0
		SB-L/T	3	3
10	Mundys Mill Rd & Brown Rd	EB-L/T	8	8
		EB-R	0	0
		WB-L/T/R	0	3
		SB-L/T/R	28	63

25 ft = 1 car + = computation not defined

Table 41: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 BUILD CONDITIONS - CONTINUED

INTERSECTION		APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
			AM PEAK HOUR	PM PEAK HOUR
11	Fayetteville Rd (SR 54) & Mundys Mill Rd	EB-L	5	13
		EB-T/R	8	23
		WB-L	165	310
		WB-T	0	10
		WB-R	0	0
		NB-L	0	15
		NB-T	73	127
		NB-R	0	0
		SB-L	18	188
		SB-T	70	190
		SB-R	5	18
12	Fayetteville Rd (SR 54) & Brown Rd	WB-L/R	50	63
		NB-U	0	0
		NB-T	25	3
		NB-R	3	0
		SB-L	8	10
		SB-T	18	5
13	S Main St & Old Poston Rd	EB-L/T/R	65	217
		WB-L/T/R	0	40
		NB-L/T	3	8
		NB-R	0	0
		SB-L/T/R	0	0
14	S Main St & Betty Talmadge Ave	EB-L/R	23	80
		NB-L/T	0	0
		SB-T/R	0	0
15	S Main St & Noahs Ark Rd	WB-L/R	1543	1088
		NB-T/R	1158	1303
		SB-L	385	688
		SB-T	278	255
	Tara Blvd (SR 3) & DW 1	EB-R	3	25
		NB-T	0	0
		SB-T	0	0
		SB-R	0	0
	Tara Blvd (SR 3) & DW 2	EB-L/R	738	370
		NB-L	28	355
		NB-T	0	0
		SB-U	8	5
		SB-T	0	0
		SB-R	0	0
	Tara Blvd (SR 3) & DW 3	EB-R	5	30
		NB-T	0	0
		SB-T	0	0
		SB-R	0	0

25 ft = 1 car

Table 42: 95TH PERCENTILE QUEUE LENGTHS (FT), 2028 BUILD CONDITIONS - CONTINUED

INTERSECTION	APPROACH-MOVEMENT	2028 BUILD CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
Old Poston Rd & DW 4	EB-T/R	0	0
	WB-L/T	0	3
	NB-L/R	3	3
Poston Rd & DW 5	WB-L/R	8	8
	NB-T	0	0
	NB-R	0	0
	SB-L/T	0	3

25 ft = 1 car

SEGMENT ANALYSIS

Capacity analysis was also conducted for each roadway segment using the *Highway Capacity Software* from McTrans. Existing and projected volumes were evaluated. The HCM level-of-service definitions for two lane highways (Class III) and multilane highways are summarized in Table 43.

Table 43: ROADWAY SEGMENT LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	TWO LANE HIGHWAYS (CLASS III)	MULTILANE HIGHWAYS
	PERCENT FREE FLOW SPEED (%)	DENSITY (PASSENGER CARS/MILE/LANE)
A	> 91.7	≤ 11
B	> 83.3 – 91.7	> 11 - 18
C	> 75.0 – 83.3	> 18 - 26
D	> 66.7 – 75.0	> 26 - 35
E	≤ 66.7	> 35 – 45
F	Volume/Capacity (V/C) > 1	> 45

Source: Highway Capacity Manual, Transportation Research Board, 6th Edition

The two-lane highway segment analysis defines Level of Service based on Percent Free Flow Speed (PFFS). The LOS for multilane highway segment analysis defines LOS in terms of density (passenger cars/mile/lane (pc/mi/ln). LOS D and above are considered acceptable conditions. Segment analysis reports can be found in Appendix K.

The existing volumes were evaluated under existing conditions. The 2028 no-build and build volumes were evaluated under projected conditions with the other planned roadway improvements that are to be completed.

EXISTING CONDITIONS

Tables 44 and 45 summarize the results of the roadway segment analysis for the existing volumes.

Table 44: SEGMENT ANALYSIS – 2021 EXISTING CONDITIONS

ROADWAY	SEGMENT	2021 EXISTING CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
Tara Blvd (SR 3)	Flint River Rd – Fayetteville Rd (SR 54)	N/A	3148 vph (NB) C (19.8) 1695 vph (SB) B (11.7))	N/A	2211 vph (NB) B (13.3) 2927 vph (SB) C (19.5)
	Fayetteville Rd (SR 54) – Post Way	N/A	2500 vph (NB) C (23.9) 1364 vph (SB) B (14.1)	N/A	1615 vph (NB) B (15.1) 2138 vph (SB) C (20.2)
	Post Way – Poston Rd	N/A	2489 vph (NB) C (23.5) 1276 vph (SB) C (20.2)	N/A	1468 vph (NB) C (14.0) 2121 vph (SB) C (20.2)
	Poston Rd – Old Poston Rd	N/A	2512 vph (NB) C (24.2) 1237 vph (SB) B (12.1)	N/A	1419 vph (NB) B (13.4) 2084 vph (SB) B (19.2)
	Old Poston Rd – Betty Talmadge Ave	N/A	2475 vph (NB) C (24.5) 1182 vph (SB) B (12.1)	N/A	1369 vph (NB) B (12.6) 2009 vph (SB) C (18.5)
	Betty Talmadge Ave – Mundys Mill Rd	N/A	2452 vph (NB) C (24.9) 1213 vph (SB) B (12.5)	N/A	1373 vph (NB) B (13.5) 1992 vph (SB) B (19.7)
Mundys Mill Rd	Tara Blvd (SR 3) – Brown Rd	496 vph (EB) 363 vph (WB) 0.32 (v/c) D (71.7%)	N/A	440 vph (EB) 415 vph (WB) 0.28 (v/c) D (72.8%)	N/A
	Brown Rd – Fayetteville Rd (SR 54)	260 vph (EB) 414 vph (WB) 0.28 (v/c) D (74.2%)	N/A	705 vph (EB) 402 vph (WB) 0.44 (v/c) D (69.7%)	N/A
Fayetteville Rd (SR 54)	Mundys Mill Rd – Brown Rd	516 vph (NB) 443 vph (SB) 0.35 (v/c) C (76.4)	N/A	622 vph (NB) 816 vph (SB) 0.51 (v/c) D (70.5)	N/A
	Brown Rd – Tara Blvd (SR 3)	784 vph (NB) 467 vph (SB) 0.5 (v/c) D (70.7)	N/A	773 vph (NB) 966 vph (SB) 0.6 (v/c) **E (64.4)**	N/A
Brown Rd	Mundys Mill Rd – Poston Rd	83 vph (NB) 56 vph (SB) 0.06 (v/c) B (89.5%)	N/A	91 vph (NB) 157 vph (SB) 0.10 (v/c) B (87.8%)	N/A
	Poston Rd – Fayetteville Rd (SR 54)	92 vph (NB) 58 vph (SB) 0.06 (v/c) B (90.1%)	N/A	92 vph (NB) 164 vph (SB) 0.10 (v/c) B (88.0%)	N/A
Poston Rd	Brown Rd – Old Poston Rd	104 vph (NB) 18 vph (SB) 0.07 (v/c) B (91.0%)	N/A	55 vph (NB) 134 vph (SB) 0.10 (v/c) B (89.1%)	N/A
	Old Poston Rd – Tara Blvd (SR 3)	66 vph (EB) 126 vph (WB) 0.08 (v/c) B (89.4%)	N/A	103 vph (EB) 93 vph (WB) 0.07 (v/c) B (89.4%)	N/A
Old Poston Rd	Poston Rd – Tara Blvd (SR 3)	24 vph (EB) 8 vph (WB) 0.02 (v/c) A (93.2%)	N/A	14 vph (EB) 27 vph (WB) 0.02 (v/c) A (93.1%)	N/A
	Tara Blvd (SR 3) – S Main St	96 vph (EB) 62 vph (WB) 0.06 (v/c) B (89.5%)	N/A	118 vph (EB) 106 vph (WB) 0.07 (v/c) B (87.3%)	N/A

Table 45: SEGMENT ANALYSIS – 2021 EXISTING CONDITIONS - CONTINUED

ROADWAY	SEGMENT	2021 EXISTING CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
S Main St	Old Poston Rd – Noahs Ark Rd	528 vph (NB) 400 vph (SB) 0.35 (v/c) C (74.7%)	N/A	495 vph (NB) 736 vph (SB) 0.50 (v/c) D (69.2%)	N/A
	Noahs Ark Rd – Betty Talmadge Ave	512 vph (NB) 656 vph (SB) 0.42 (v/c) D (74.0%)	N/A	686 vph (NB) 708 vph (SB) 0.46 (v/c) D (71.1%)	N/A
Betty Talmadge Ave	S Main St – Tara Blvd (SR 3)	15 vph (EB) 53 vph (WB) 0.03 (v/c) A (92.5%)	N/A	63 vph (EB) 55 vph (WB) 0.04 (v/c) B (90.1%)	N/A

Segment analysis indicates that the segment of Fayetteville Road (SR 54) between Brown Road and Tara Boulevard (SR 3) operates at LOS E during the PM peak hour under existing conditions.

PROJECTED NO-BUILD CONDITIONS

Tables 46 and 47 summarize the results of the roadway segment analysis for the 2028 no-build volumes.

Table 46: SEGMENT ANALYSIS – 2028 NO-BUILD CONDITIONS

ROADWAY	SEGMENT	2028 NO-BUILD CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
Tara Blvd (SR 3)	Flint River Rd – Fayetteville Rd (SR 54)	N/A	3369 vph (NB) C (21.2) 1814 vph (SB) B (12.5)	N/A	2366 vph (NB) B (13.3) 3222 vph (SB) C (19.5)
	Fayetteville Rd (SR 54) – Post Way	N/A	2675 vph (NB) B (17.0) 1460 vph (SB) B (15.1)	N/A	1728 vph (NB) A (10.8) 2288 vph (SB) B (14.8)
	Post Way – Poston Rd	N/A	2664 vph (NB) B (16.8) 1366 vph (SB) B (13.3)	N/A	1571 vph (NB) A (10.0) 2121 vph (SB) C (20.2)
	Poston Rd – Old Poston Rd	N/A	2689 vph (NB) B (16.1) 1237 vph (SB) B (13.0)	N/A	1519 vph (NB) A (9.6) 2230 vph (SB) B (13.7)
	Old Poston Rd – Betty Talmadge Ave	N/A	2649 vph (NB) B (17.5) 1265 vph (SB) B (12.9)	N/A	1466 vph (NB) A (9.0) 2150 vph (SB) B (13.2)
	Betty Talmadge Ave – Mundys Mill Rd	N/A	2624 vph (NB) B (17.8) 1298 vph (SB) B (13.4)	N/A	1471 vph (NB) A (9.6) 2133 vph (SB) B (14.1)
Mundys Mill Rd	Tara Blvd (SR 3) – Brown Rd	527 vph (EB) 388 vph (WB) 0.34 (v/c) D (70.7%)	N/A	471 vph (EB) 444 vph (WB) 0.29 (v/c) D (71.8%)	N/A
	Brown Rd – Fayetteville Rd (SR 54)	278 vph (EB) 443 vph (WB) 0.30 (v/c) D (73.4%)	N/A	755 vph (EB) 430 vph (WB) 0.47 (v/c) D (68.5%)	N/A
Fayetteville Rd (SR 54)	Mundys Mill Rd – Brown Rd	N/A	552 vph (NB) A (6.6) 428 vph (SB) A (5.6)	N/A	665 vph (NB) A (7.3) 873 vph (SB) A (9.6)
	Brown Rd – Tara Blvd (SR 3)	N/A	839 vph (NB) A (9.7) 499 vph (SB) A (6.0)	N/A	827 vph (NB) A (9.4) 1033 vph (SB) B (11.6)
Brown Rd	Mundys Mill Rd – Poston Rd	89 vph (NB) 60 vph (SB) 0.07 (v/c) B (89.2%)	N/A	97 vph (NB) 168 vph (SB) 0.10 (v/c) B (87.3%)	N/A
	Poston Rd – Fayetteville Rd (SR 54)	98 vph (NB) 62 vph (SB) 0.06 (v/c) B (89.9%)	N/A	98 vph (NB) 176 vph (SB) 0.11 (v/c) B (87.5%)	N/A
Poston Rd	Brown Rd – Old Poston Rd	112 vph (NB) 19 vph (SB) 0.07 (v/c) B (90.8%)	N/A	59 vph (NB) 144 vph (SB) 0.10 (v/c) B (88.8%)	N/A
	Old Poston Rd – Tara Blvd (SR 3)	70 vph (EB) 135 vph (WB) 0.09 (v/c) B (89.4%)	N/A	110 vph (EB) 100 vph (WB) 0.07 (v/c) B (88.7%)	N/A
Old Poston Rd	Poston Rd – Tara Blvd (SR 3)	26 vph (EB) 8 vph (WB) 0.02 (v/c) A (93.2%)	N/A	15 vph (EB) 29 vph (WB) 0.02 (v/c) A (93.0%)	N/A
	Tara Blvd (SR 3) – S Main St	103 vph (EB) 66 vph (WB) 0.07 (v/c) B (89.2%)	N/A	126 vph (EB) 113 vph (WB) 0.08 (v/c) B (86.9%)	N/A

Table 47: SEGMENT ANALYSIS – 2028 NO-BUILD CONDITIONS - CONTINUED

ROADWAY	SEGMENT	2028 NO-BUILD CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
S Main St	Old Poston Rd – Noahs Ark Rd	565 vph (NB) 428 vph (SB) 0.38 (v/c) D (73.6%)	N/A	529 vph (NB) 788 vph (SB) 0.53 (v/c) D (67.8%)	N/A
	Noahs Ark Rd – Betty Talmadge Ave	547 vph (NB) 702 vph (SB) 0.45 (v/c) D (72.9%)	N/A	734 vph (NB) 757 vph (SB) 0.49 (v/c) D (69.6%)	N/A
Betty Talmadge Ave	S Main St – Tara Blvd (SR 3)	16 vph (EB) 56 vph (WB) 0.04 (v/c) A (92.4%)	N/A	67 vph (EB) 59 vph (WB) 0.04 (v/c) B (89.8%)	N/A

Segment analysis indicates that all of the roadway segments are projected to operate at LOS D or better during both peak hours under projected no-build conditions.

PROJECTED BUILD CONDITIONS

Tables 48 and 49 summarize the results of the roadway segment analysis for the 2028 build volumes.

Table 48: SEGMENT ANALYSIS – 2028 BUILD CONDITIONS

ROADWAY	SEGMENT	2028 BUILD CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
Tara Blvd (SR 3)	Flint River Rd – Fayetteville Rd (SR 54)	N/A	3352 vph (NB) C (22.3) 1904 vph (SB) B (13.1)	N/A	2494 vph (NB) B (15.0) 3325 vph (SB) C (22.2)
	Fayetteville Rd (SR 54) – Post Way	N/A	2858 vph (NB) C (18.2) 1550 vph (SB) A (10.6)	N/A	1856 vph (NB) B (11.6) 2481 vph (SB) B (16.1)
	Post Way – Poston Rd	N/A	2847 vph (NB) B (17.9) 1456 vph (SB) A (9.4)	N/A	1699 vph (NB) A (10.8) 2463 vph (SB) B (15.7)
	Poston Rd – Old Poston Rd	N/A	2840 vph (NB) C (18.3) 1404 vph (SB) A (9.2)	N/A	1519 vph (NB) A (10.3) 2392 vph (SB) B (14.7)
	Old Poston Rd – Betty Talmadge Ave	N/A	2851 vph (NB) C (18.8) 1395 vph (SB) A (9.5)	N/A	1642 vph (NB) A (10.1) 2361 vph (SB) B (14.5)
	Betty Talmadge Ave – Mundys Mill Rd	N/A	2694 vph (NB) C (18.2) 1492 vph (SB) A (9.8)	N/A	1612 vph (NB) A (10.5) 2229 vph (SB) B (14.7)
Mundys Mill Rd	**Tara Blvd (SR 3) – Brown Rd	527 vph (EB) 388 vph (WB) 0.34 (v/c) D (70.7%)	N/A	471 vph (EB) 444 vph (WB) 0.29 (v/c) D (71.8%)	N/A
	Brown Rd – Fayetteville Rd (SR 54)	301 vph (EB) 492 vph (WB) 0.34 (v/c) D (72.1%)	N/A	806 vph (EB) 463 vph (WB) 0.50 (v/c) D (67.1%)	N/A
Fayetteville Rd (SR 54)	**Mundys Mill Rd – Brown Rd	N/A	552 vph (NB) A (6.6) 428 vph (SB) A (5.6)	N/A	665 vph (NB) A (7.3) 873 vph (SB) A (9.6)
	**Brown Rd – Tara Blvd (SR 3)	N/A	839 vph (NB) A (9.7) 499 vph (SB) A (6.0)	N/A	827 vph (NB) A (9.4) 1033 vph (SB) B (11.6)
Brown Rd	Mundys Mill Rd – Poston Rd	112 vph (NB) 109 vph (SB) 0.09 (v/c) B (85.4%)	N/A	148 vph (NB) 201 vph (SB) 0.12 (v/c) B (83.1%)	N/A
	Poston Rd – Fayetteville Rd (SR 54)	104 vph (NB) 71 vph (SB) 0.07 (v/c) B (89.5%)	N/A	108 vph (NB) 185 vph (SB) 0.11 (v/c) B (86.7%)	N/A
Poston Rd	Brown Rd – Old Poston Rd	140 vph (NB) 50 vph (SB) 0.09 (v/c) B (89.5%)	N/A	74 vph (NB) 158 vph (SB) 0.11 (v/c) B (88.1%)	N/A
	Old Poston Rd – Tara Blvd (SR 3)	102 vph (EB) 145 vph (WB) 0.09 (v/c) B (87.2%)	N/A	127 vph (EB) 100 vph (WB) 0.08 (v/c) B (88.4%)	N/A
Old Poston Rd	Poston Rd – Tara Blvd (SR 3)	57 vph (EB) 18 vph (WB) 0.04 (v/c) A (92.3%)	N/A	32 vph (EB) 58 vph (WB) 0.04 (v/c) A (92.1%)	N/A
	Tara Blvd (SR 3) – S Main St	131 vph (EB) 85 vph (WB) 0.09 (v/c) B (87.8%)	N/A	149 vph (EB) 145 vph (WB) 0.09 (v/c) B (84.3%)	N/A

Table 49: SEGMENT ANALYSIS – 2028 BUILD CONDITIONS - CONTINUED

ROADWAY	SEGMENT	2028 BUILD CONDITIONS			
		AM PEAK HOUR		PM PEAK HOUR	
		TWO-LANE	MULTILANE	TWO-LANE	MULTILANE
S Main St	**Old Poston Rd – Noahs Ark Rd	565 vph (NB) 428 vph (SB) 0.38 (v/c) D (73.6%)	N/A	529 vph (NB) 788 vph (SB) 0.53 (v/c) D (67.8%)	N/A
	Noahs Ark Rd – Betty Talmadge Ave	571 vph (NB) 715 vph (SB) 0.46 (v/c) D (72.4%)	N/A	752 vph (NB) 783 vph (SB) 0.51 (v/c) D (68.7%)	N/A
Betty Talmadge Ave	S Main St – Tara Blvd (SR 3)	40 vph (EB) 69 vph (WB) 0.05 (v/c) B (91.6%)	N/A	85 vph (EB) 59 vph (WB) 0.05 (v/c) B (89.4%)	N/A

Segment analysis indicates that all of the roadway segments are projected to operate at LOS D or better during both peak hours under projected build conditions.

GDOT INTERSECTION CONTROL EVALUATION (ICE)

The GDOT Intersection Control Evaluation (ICE) tool was used to evaluate potential traffic control alternatives for all study intersections involving a state route.

Intersections mentioned below were waived from the ICE tool evaluation since they were not adversely affected by the development, as the levels of service did not degrade due to the development's projected volume. The following intersections were waived from ICE:

- Tara Boulevard (SR 3) and Flint River Road
- Tara Boulevard (SR 3) and Fayetteville Road (SR 54)
- Tara Boulevard (SR 3) and Post Way
- Tara Boulevard (SR 3) and Poston Road
- Tara Boulevard (SR 3) and Mundys Mill Road
- Fayetteville Road (SR 54) and Mundys Mill Road
- Fayetteville Road (SR 54) and Brown Road
- Tara Boulevard (SR 3) and Driveway 1
- Tara Boulevard (SR 3) and Driveway 3

ICE was performed on the following intersections:

- Tara Boulevard (SR 3) and Driveway 2
- Tara Boulevard (SR 3) and Old Poston Road
- Tara Boulevard (SR 3) and Betty Talmadge Avenue

ICE spreasheets are provided in Appendix L. Capacity analysis reports for the ICE alternatives are provided in Appendix M.

Tara Boulevard (SR 3) and Driveway 2

The ICE tool was used to determine feasible types of controls at the intersection of Tara Boulevard (SR 3) and Driveway 2. The following alternatives were identified in ICE for further analysis:

- Traffic Signal
- Continuous Green-T

The warrant analysis was conducted using the conventional method for Warrants 1 and 2. Based on GDOT guidelines, 100% volume thresholds will be used to determine satisfaction of signal warrants. Right turn volumes included in the analysis were reduced based on guidance found in NCHRP Report 457.

In order to determine if a signal would be warranted at the intersection, the 8th highest hour volume was estimated and compared to the volume thresholds of Warrants #1 and #2, which are established in the *MUTCD* handbook. The daily volume was estimated from the highest peak hour volume and a K-factor of 7.5% for the mainline volume.

The proposed development's daily volume was calculated based on the trip generation data and the traffic distributions used for the total new trips. It was calculated that 192 pass-by trips, 1,229 residential trips, and 547 retail trips would exit via Driveway 2 towards the north for a total of 1,968 daily lefts out of the site in the base year (2028). Based on the AM peak hour and the calculated daily lefts, the K-factor for the proposed development was determined to be 8.6%.

The 8th highest hour, which is estimated to be 5.6% of the daily traffic in accordance with the GDOT Design Policy Manual, was then calculated from the daily volume through the intersection.

Further analysis was conducted to check the intersection against Warrant 2 – Four Hour Vehicular Volume. The 4th highest hour was calculated to be 6.7% from the K-factor and the 8th highest hour for the mainline volume while the proposed development was calculated to be 7.3%. These percentages were determined through interpolation between the K-factors and the accepted 8th highest hour percentage of 5.6%. Warrant 2 (4th Highest Hour) is being provided as additional information to assist in the engineering judgment of the strength of Warrant 1.

The derived 8th and 4th highest hour volumes were compared to the warrant requirements contained in the *MUTCD* handbook.

Based on the trip generation data, there will be 369 pass-by trips, 2,934 residential/ trips, and 1,694 retail trips exiting the site. The established distributions were used to determine which direction the residential/office and retail trips would be traveling. The ATR data was used to determine the distribution for the daily pass-by trips. This means that 51.9% of the exiting pass-by trips, 41.9% of the residential trips, and 32.3% of the retail trips will be turning left out of Driveway 2 and traveling north. As stated before, this equates to 1,968 daily lefts out of the site in 2028 via Driveway 2. The AM peak hour left turn volume of 169 was compared to the daily volume to determine a K-factor of 10.5% for the development.

Table 50 below summarizes the results of the signal warrants, using 100% thresholds as required by GDOT for the study intersection of Tara Boulevard (SR 3) and Driveway 2. Signal warrants were evaluated using 2028 build volumes, the eighth highest hour method, and the fourth highest hour method.

Estimated Daily Volume = $\frac{\text{Highest Peak Hour Volume}}{\text{K-factor}}$

$$\text{Estimated Daily Volume}_{\text{Major Street, 2028}} = \frac{4002}{.075} \approx 53{,}360$$

$$\text{Estimated Daily Volume}_{\text{Minor Street, 2028}} = \frac{169}{.086} \approx 1{,}968$$

8th Highest Hour Volume = Estimated Daily Volume*.056

$$\text{8th Highest Hour Volume}_{\text{Major Street, 2028}} = 53{,}360*.056 \approx 2{,}988$$

$$\text{8th Highest Hour Volume}_{\text{Minor Street, 2028}} = 1{,}968*.056 \approx 110$$

4th Highest Hour Volume = Estimated Daily Volume*Interpolated 4th Highest K-Factor

$$\text{4th Highest Hour Volume}_{\text{Major Street, 2028}} = 53{,}360*.067 \approx 3{,}575$$

$$\text{4th Highest Hour Volume}_{\text{Minor Street, 2028}} = 1{,}968*.073 \approx 144$$

Table 50: TRAFFIC SIGNAL WARRANTS (CONVENTIONAL METHOD), TARA BLVD (SR 3) & DW 2 (2028)

HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME (MAJOR/MINOR)	8th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A (100%) 600/150	Warrant 1B (100%) 900/75	4th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2 (100%) 1400/80
4002/169	53360/1968	2988/110	Y/N	Y/Y	3575/144	Y/Y

The intersection meets the 100% thresholds for signal warrants under Warrants 1B and 2 using the conventional method. Therefore, a traffic signal was evaluated as an alternative.

Of the alternatives analyzed, the GDOT ICE tool identified the continuous green-T as the most suitable method of traffic control at this intersection. However, the intersection was waived as a traffic signal to allow enough spacing for southbound U-turns to complete their movements along with maintaining the ability to add a fourth leg if a development is built opposite of the project driveway. Capacity analysis results for each of the ICE alternatives are shown in Table 51.

Table 51: CAPACITY ANALYSIS RESULTS, ICE – TARA BLVD (SR 3) & DW 2

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Traffic Signal	Intersection	B (12.1)	B (13.2)	B (18.8)	B (19.2)
Continuous Green-T	Intersection	B (15.5)	B (18.2)	B (16.0)	C (27.5)

The traffic signal is projected to operate at LOS B during both peak hours in the Build and Design Years. The continuous green-T is projected to operate at LOS B during both peak hours in the Build Year and the AM peak hour of the Design Year, while operating at LOS C in the PM peak hour of the Design Year.

Table 52 shows the 95th percentile queue lengths in feet for all movements for the alternatives under 2028 and 2048 projected build conditions.

Table 52: 95TH PERCENTILE QUEUE LENGTHS (FT), ICE – TARA BLVD (SR 3) & DW 2

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Traffic Signal	EB-L	203	160	203	165
	EB-R	115	73	115	75
	NB-L	15	110	15	168
	NB-T	305	95	543	130
	SB-U	8	5	13	5
	SB-T	193	363	242	563
	SB-R	0	0	0	0
Continuous Green-T	EB-L	180	160	190	165
	EB-R	105	73	110	75
	NB-L	15	110	15	168
	NB-T	0	0	0	0
	SB-U	190	5	3	5
	SB-T	273	363	238	563
	SB-R	0	0	0	0

25 ft = 1 car

Tara Boulevard (SR 3) and Old Poston Road

The ICE tool was used to determine feasible types of controls at the intersection of Tara Boulevard (SR 3) and Old Poston Road. The following alternatives were identified in ICE for further analysis:

- Traffic Signal
- Signalized RCUT

The warrant analysis was conducted using the alternative method for Warrants 1 and 2. Based on GDOT guidelines, 100% volume thresholds will be used to determine satisfaction of signal warrants. Right turn volumes included in the analysis were reduced based on guidance found in NCHRP Report 457. The derived 8th and 4th highest hour volumes were compared to the warrant requirements contained in the *MUTCD* handbook. The daily volume was estimated from the highest peak hour volume and a K-factor of 7.5%.

Table 53 below summarizes the results of the signal warrants, using 100% thresholds as required by GDOT for the study intersection of Tara Boulevard (SR 3) and Driveway 2. Signal warrants were evaluated using 2028 build volumes, the eighth highest hour method, and the fourth highest hour method.

$$\textbf{Estimated Daily Volume} = \frac{\text{Highest Peak Hour Volume}}{\text{K-factor}}$$

$$\text{Estimated Daily Volume}_{\text{Major Street, 2028}} = \frac{1551}{.075} \approx 20{,}680$$

$$\text{Estimated Daily Volume}_{\text{Minor Street, 2028}} = \frac{108}{.075} \approx 1{,}440$$

8th Highest Hour Volume = Estimated Daily Volume*.056

$$\text{8th Highest Hour Volume}_{\text{Major Street, 2028}} = 20{,}680*.056 \approx 1{,}158$$

$$\text{8th Highest Hour Volume}_{\text{Minor Street, 2028}} = 1{,}440*.056 \approx 81$$

4th Highest Hour Volume = Estimated Daily Volume*Interpolated 4th Highest K-Factor

$$\text{4th Highest Hour Volume}_{\text{Major Street, 2028}} = 20{,}680*.067 \approx 1{,}386$$

$$\text{4th Highest Hour Volume}_{\text{Minor Street, 2028}} = 1{,}440*.067 \approx 96$$

Table 53: TRAFFIC SIGNAL WARRANTS (ALT METHOD), TARA BLVD (SR 3) & OLD POSTON RD (2028)

HIGHEST PEAK HOUR VOLUMES (MAJOR/MINOR)	ESTIMATED DAILY VOLUME (MAJOR/MINOR)	8th HIGHEST PEAK HOUR (Warrant 1)	Warrant 1A (100%) 600/150	Warrant 1B (100%) 900/75	4th HIGHEST PEAK HOUR (Warrant 2)	Warrant 2 (100%) 1300/90
4002/169	53360/1968	2988/110	Y/N	Y/Y	3575/144	Y/Y

The intersection meets the 100% thresholds for signal warrants under Warrants 1B and 2 using the alternative method. Therefore, a traffic signal was evaluated as an alternative.

Of the alternatives analyzed, the GDOT ICE tool identified the signalized RCUT as the most suitable method of traffic control at this intersection. Capacity analysis results for each of the ICE alternatives are shown in Table 54.

Table 54: CAPACITY ANALYSIS RESULTS, ICE – TARA BLVD (SR 3) & OLD POSTON RD

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Traffic Signal	Intersection	C (21.3)	B (11.8)	D (39.7)	B (14.2)
Signalized RCUT	EB-R	B (14.3)	A (8.9)	B (12.4)	B (19.1)
	South U-Turn	C (28.1)	A (7.8)	D (48.6)	A (9.7)
	WB-R	A (9.6)	A (7.6)	B (15.3)	B (16.8)
	North U-Turn	B (12.7)	A (3.4)	B (15.6)	C (20.3)
	NB-L	A (6.8)	C (30.2)	C (22.0)	D (41.4)
	NB-T	B (15.9)	B (12.3)	B (16.6)	A (8.0)
	NB-R	A (1.1)	A (3.7)	A (7.8)	A (1.3)
	SB-L	B (14.1)	C (22.3)	C (23.0)	C (20.6)
	SB-T	A (8.5)	B (14.2)	A (6.8)	B (10.1)
	SB-R	A (0.2)	B (10.9)	A (0.0)	A (7.1)

Delays for the Signalized RCUT alternative were taken from *SimTraffic* results as HCM 6th analysis would not provide a delay for the side streets.

Both the traffic signal and signalized RCUT are projected to operate at LOS D or better during both peak hours in the Build and Design Years.

Table 55 shows the 95th percentile queue lengths in feet for all movements for the alternatives under 2028 and 2048 projected build conditions.

Table 55: 95TH PERCENTILE QUEUE LENGTHS (FT), ICE – TARA BLVD (SR 3) & OLD POSTON RD

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Traffic Signal	EB-L	3	0	3	0
	EB-T/R	68	35	113	57
	WB-L	33	57	53	95
	WB-T/R	75	118	138	220
	NB-L	8	20	13	73
	NB-T	675	195	1390	295
	NB-R	13	10	18	13
	SB-L	70	25	240	65
	SB-T	185	323	283	550
	SB-R	0	0	0	0
Signalized RCUT	EB-R	53	17	42	18
	South U-turn	20	8	28	10
	WB-R	29	50	75	112
	North U-turn	70	20	80	108
	NB-L	4	24	20	77
	NB-T	405	244	447	162
	NB-R	14	28	27	0
	SB-L	48	89	58	85
	SB-T	133	127	89	201
	SB-R	0	0	0	0

25 ft = 1 car

Tara Boulevard (SR 3) and Betty Talmadge Avenue

The ICE tool was used to determine feasible types of controls at the intersection of Tara Boulevard (SR 3) and Betty Talmadge Avenue. The following alternatives were identified in ICE for further analysis:

- RCUT
- RIRO

Of the alternatives analyzed, the GDOT ICE tool identified the RIRO as the most suitable method of traffic control at this intersection. Capacity analysis results for each of the ICE alternatives are shown in Table 56.

Table 56: CAPACITY ANALYSIS RESULTS, ICE – TARA BLVD (SR 3) & BETTY TALMADGE AVE

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
RCUT	EB-R	C (19.7)	D (31.3)	D (25.0)	**E (47.9)**
	South U-Turn	C (20.4)	B (11.6)	D (47.7)	B (16.0)
	WB-R	**F (145.7)**	C (19.8)	**F (514.5)**	**E (40.8)**
	North U-Turn	C (18.3)	**F (85.3)**	C (24.6)	**F (371.1)**
	NB-L	C (22.8)	**F (61.0)**	D (30.6)	**F (135.5)**
	NB-T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB-L	**F (703.2)**	**E (44.7)**	**F (*)**	**F (106.9)**
	SB-T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
RIRO	EB-R	C (20.2)	D (33.0)	D (25.0)	**F (51.8)**
	South U-Turn	D (41.7)	B (12.7)	**F (113.3)**	C (22.4)
	WB-R	**F (145.7)**	C (20.1)	**F (514.5)**	**E (41.8)**
	North U-Turn	C (24.8)	**F (98.5)**	C (19.7)	**F (449.0)**
	NB-T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB-T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)

* = Delay time of over 1000 seconds

Both the RCUT and RIRO are projected to experience failing operations at multiple movements during both peak hours in the Build and Design Years.

Table 57 shows the 95th percentile queue lengths in feet for all movements for the alternatives under 2028 and 2048 projected build conditions.

Table 57: 95TH PERCENTILE QUEUE LENGTHS (FT), ICE – TARA BLVD (SR 3) & BETTY TALMADGE AVE

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
RCUT	EB-R	8	10	13	20
	South U-Turn	15	15	35	20
	WB-R	118	8	218	68
	North U-Turn	13	80	20	185
	NB-L	0	18	0	38
	NB-T	0	0	0	0
	NB-R	0	0	0	0
	SB-L	125	53	163	108
	SB-T	0	0	0	0
	SB-R	0	0	0	0
RIRO	EB-R	8	10	13	20
	South U-Turn	90	58	148	85
	WB-R	118	8	218	68
	North U-Turn	13	105	23	233
	NB-T	0	0	0	0
	NB-R	0	0	0	0
	SB-T	0	0	0	0
	SB-R	0	0	0	0

25 ft = 1 car

OTHER OFF SYSTEM IMPROVEMENTS

There are two intersections not on state routes that are experiencing/are expected to experience failing operations due to existing or background traffic growth unrelated to the project, therefore alternative methods of control were evaluated at these intersections. The proposed development adds volume to these intersections, but the intersections are projected to experience failing operations either during existing or 2028 no-build conditions. Capacity analysis results for the other improvements are provided in Appendix N.

S Main Street and Old Poston Road

The following alternatives were chosen for further analysis at the intersection of S Main Street and Old Poston Road.

- Add Southbound and Eastbound Right Turn Lanes, and a Northbound Left Turn Lane
- Single Lane Roundabout

Capacity analysis results for each of the alternatives are shown in Table 58.

Table 58: CAPACITY ANALYSIS RESULTS, OTHER IMPROVEMENTS – S MAIN ST & OLD POSTON RD

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Add Turn Lanes	EB-L/T	**E (35.9)**	**F (124.3)**	**F (67.4)**	**F (535.3)**
	EB-R	B (11.6)	C (17.9)	B (12.9)	D (25.9)
	WB-L/T/R	D (27.7)	**F (70.1)**	**E (38.4)**	**F (262.5)**
	NB-L	A (8.4)	B (10.2)	A (8.8)	B (11.4)
	NB-T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB-L/T	A (8.7)	A (8.4)	A (9.1)	A (8.8)
	SB-R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Single Lane Roundabout	EB	A (7.0)	B (12.8)	A (7.6)	C (23.1)
	WB	A (7.6)	A (7.5)	A (8.5)	A (8.4)
	NB	A (9.2)	A (8.7)	B (10.9)	B (10.1)
	SB	A (7.0)	B (14.8)	A (7.7)	C (22.4)

Capacity analysis results indicate that the eastbound left/through and westbound left/through/right lanes are projected to experience failing levels of service during both peak hours in the Build and Design Years with added turn lanes, with the exception of the westbound approach during the AM peak hour in the Build Year. The results indicate that the single lane roundabout is projected to operate at LOS C or better during both peak hours in the Build and Design Years.

Table 59 shows the 95th percentile queue lengths in feet for all movements for the alternatives under 2028 and 2048 projected build conditions.

Table 59: 95TH PERCENTILE QUEUE LENGTHS (FT), OTHER IMPROVEMENTS – S MAIN ST & OLD POSTON RD

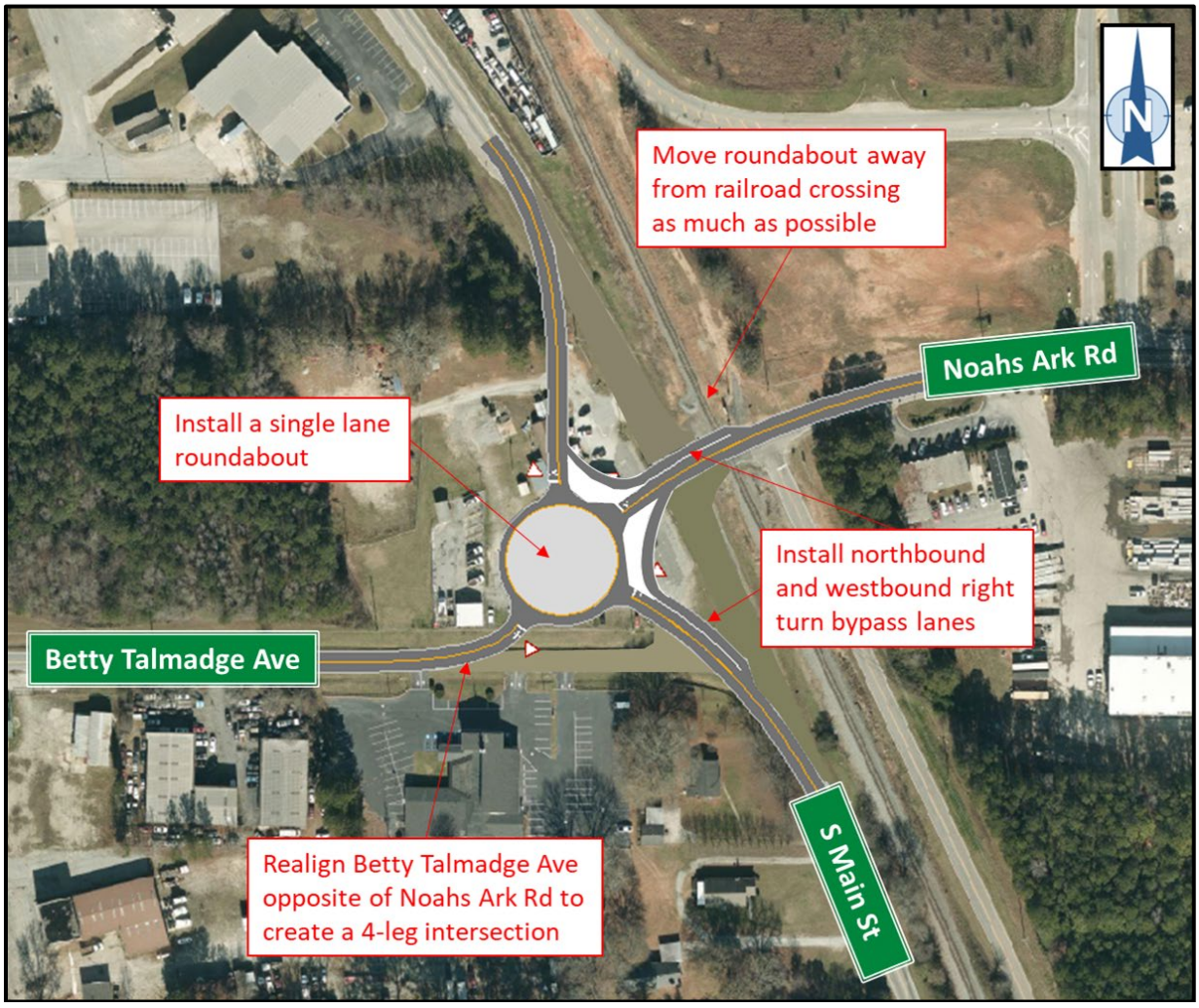
ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Add Turn Lanes	EB-L/T	33	75	60	145
	EB-R	13	33	18	60
	WB-L/T/R	0	38	3	93
	NB-L	3	8	5	13
	NB-T	0	0	0	0
	NB-R	0	0	0	0
	SB-L/T	0	0	0	0
	SB-R	0	0	0	0
Single Lane Roundabout	EB	30	62	38	134
	WB	2	10	2	14
	NB	129	125	179	173
	SB	76	222	97	631

S Main Street and Betty Talmadge Avenue/Noahs Ark Road

The intersections of S Main Street and Betty Talmadge Avenue and S Main Street and Noahs Ark Road both experience failing operations. They are extremely close together which makes mitigations for their issues difficult. However, an alternative concept could help fix both intersections by combining them into one.

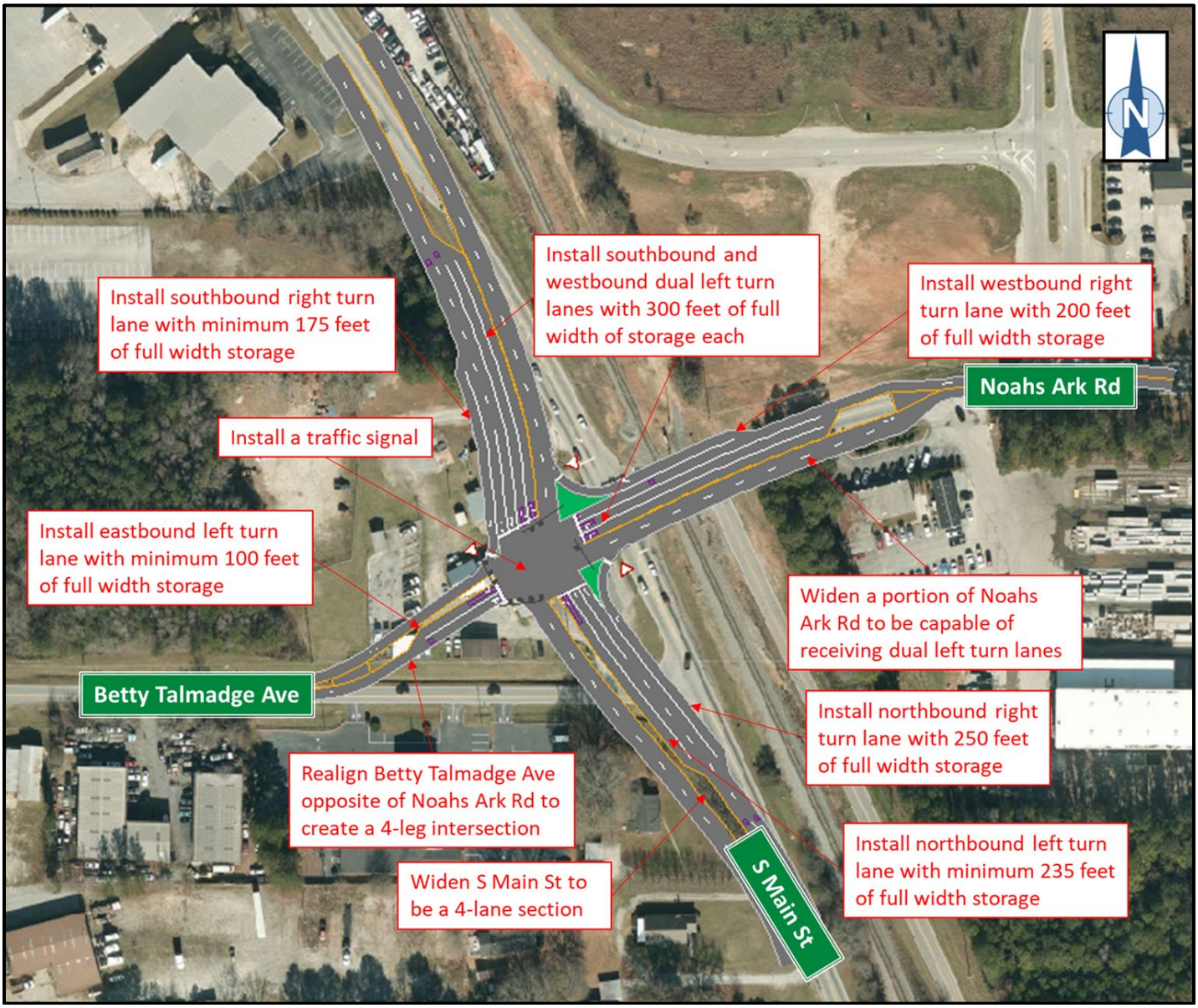
Betty Talmadge Avenue would need to be realigned with Noahs Ark Road, and this would require the purchase of the land where Tara Billiards currently exists. The roads would come together as a 4-leg roundabout, with northbound and westbound right turn bypass lanes. A concept is shown below in Figure 31.

Figure 31: S MAIN ST & BETTY TALMADGE AVE/NOAHS ARK RD – ROUNDABOUT CONCEPT



Another concept would be realigning the roads as a 4-leg intersection and implementing a traffic signal with turn lanes. A concept of a traffic signal if S Main Street were to be widened is shown below in Figure 32.

Figure 32: S MAIN ST & BETTY TALMADGE AVE/NOAHS ARK RD – TRAFFIC SIGNAL CONCEPT



The following alternatives were chosen for further analysis at the intersection of S Main Street and Betty Talmadge Avenue/Noahs Ark Road.

- Single Lane Roundabout with Northbound and Westbound Right Turn Bypass Lanes
- Multilane Roundabout with Northbound and Westbound Right Turn Bypass Lanes (if S Main Street were to be widened in the future)
- Traffic Signal with Turn Lanes
- Traffic Signal with (Dual) Turn Lanes (if S Main Street were to be widened in the future)

Capacity analysis results for the alternatives are shown in Table 60.

Table 60: CAPACITY ANALYSIS RESULTS, OTHER IMPROVEMENTS – S MAIN ST & BETTY TALMADGE AVE/NOAHS ARK RD

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Single Lane Roundabout w/ NB & WB Right Turn Bypass Lanes	EB	A (9.5)	B (14.5)	B (12.8)	C (19.7)
	WB	A (7.4)	A (5.6)	A (9.0)	A (6.3)
	NB	A (4.9)	A (6.9)	A (5.4)	A (7.6)
	SB	C (17.4)	D (31.9)	**E (37.4)**	**F (91.6)**
Multilane Roundabout w/ NB & WB Right Turn Bypass Lanes	EB	A (7.8)	A (9.0)	A (8.5)	B (11.2)
	WB	A (9.1)	A (6.6)	B (11.2)	A (7.5)
	NB	A (4.3)	A (5.8)	A (4.6)	A (7.0)
	SB	B (11.4)	B (14.9)	C (16.9)	D (26.1)
Traffic Signal w/ Turn Lanes	Intersection	C (29.7)	C (34.2)	D (48.4)	**E (57.0)**
Traffic Signal w/ Dual Turn Lanes	Intersection	C (22.2)	C (22.4)	C (24.8)	C (26.4)

Capacity analysis results indicate that all approaches of the single lane roundabout configuration are projected to operate at LOS D or better during both peak hours in the Build and Design Years, with the exception of the southbound approach in the Design Year. All of the approaches of the multilane configuration are projected to operate at LOS D or better during both peak hours in the Build and Design Years. Both traffic signal configurations are projected to operate at LOS D or better during both peak hours in the Build and Design Years, with the exception of the non-widened variant in the PM peak hour of the Design Year.

Table 61 shows the 95th percentile queue lengths in feet for all movements for the alternatives under 2028 and 2048 projected build conditions.

Table 61: 95TH PERCENTILE QUEUE LENGTHS (FT), OTHER IMPROVEMENTS – S MAIN ST & BETTY TALMADGE AVE/NOAHS ARK RD

ALTERNATIVE INTERSECTION DESIGNS	APPROACH-MOVEMENT	BUILD YEAR (2028)		DESIGN YEAR (2048)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Single Lane Roundabout w/ NB & WB Right Turn Bypass Lanes	EB	18	47	28	70
	WB	97	62	169	82
	NB	52	72	68	92
	SB	223	706	530	1759
Multilane Roundabout w/ NB & WB Right Turn Bypass Lanes	EB	10	20	12	29
	WB	114	54	199	71
	NB	34	58	46	86
	SB	118	290	233	631
Traffic Signal w/ Turn Lanes	EB-L	0	0	0	0
	EB-T/R	40	95	60	127
	WB-L	340	280	565	288
	WB-T	15	23	23	30
	WB-R	0	0	0	0
	NB-L	5	8	8	10
	NB-T	265	330	443	425
	NB-R	0	0	0	0
	SB-L	130	300	263	550
	SB-T	123	193	200	253
	SB-R	0	0	0	0
Traffic Signal w/ Dual Turn Lanes	EB-L	0	0	0	0
	EB-T/R	30	63	38	83
	WB-L	133	102	188	143
	WB-T	10	13	15	18
	WB-R	0	0	0	0
	NB-L	5	5	5	8
	NB-T	95	95	138	150
	NB-R	0	0	0	0
	SB-L	57	113	80	173
	SB-T	43	60	60	88
	SB-R	0	0	0	0

SUMMARY OF FINDINGS

- The Waldon Park development is a mixed-use development proposed on the southwest corner of Tara Boulevard (SR 3) and Old Poston Road in Clayton County, Georgia.

- Three projects (PI #721440, PI #722030, PI #0016928) affect the capacity of the roadways (Fayetteville Road (SR 54), Tara Boulevard (SR 3), and the eastbound lefts on Flint River Road) and were assumed complete for the projected no-build and build conditions.

- The mixed-use development, expected to be built out by 2028, will consist of townhomes, single family detached, and commercial land uses:
    - Townhomes: 288 units
    - Single Family Detached: 460 units
    - Commercial: 66,500 total square feet

- There are five points of ingress/egress proposed for the site:
    - Three on Tara Boulevard (SR 3)
        - One full access with two restricted to right-in/right-out only
    - One on Old Poston Road
    - One on Poston Road

- The development area is zoned partially as residential and mixed use districts.

- The peak hours were established to be 7:00 to 8:00 AM and 4:15 to 5:15 PM.

- Recent traffic volume counts collected within the past few years were used in comparison with newly counted traffic volumes to establish pre-COVID traffic for the existing year 2021.

- Using data collected from the Atlanta Regional Commission (ARC) and trend analysis from GDOT count stations, the background growth rate was found to be approximately 1.00% per year.

- The proposed development is projected to generate 9,256 new daily trips (4,628 entering. 4,628 exiting).
    - 645 in the AM peak hour (224 entering, 421 exiting)
    - 760 in the PM peak hour (452 entering, 308 exiting)

- Crash history from the past five years was obtained for all fifteen intersections. During this time period, five fatalities were recorded. The most common crash types were rear end collisions, which accounted for 61% of all recorded crashes.

- Capacity analysis results under 2021 existing conditions shows the signalized intersections operating at LOS D or better in both peak hours, except for S Main Street and Noahs Ark Road. Tara Boulevard (SR 3) and Old Poston Road, Tara Boulevard (SR 3) and Betty Talmadge Avenue, and S Main Street and Old Poston Road are the unsignalized intersections with failing movements, occurring in both peak hours.

- Capacity analysis results under 2028 no-build conditions shows the signalized intersections are projected to operate at LOS D or better in both peak hours, except for S Main Street and Noahs Ark Road along with Tara Boulevard (SR 3) and Flint River Road in the PM peak hour. The same unsignalized intersections from the existing conditions are projected to have failing movements, with the addition of S Main Street and Betty Talmadge Avenue.

- Capacity analysis results under 2028 build conditions shows the signalized intersections are projected to operate at LOS D or better in both peak hours, except for S Main Street and Noahs Ark Road along with Tara Boulevard (SR 3) and Flint River Road in the PM peak hour. The same unsignalized intersections from the 2028 no-build conditions are projected to have failing movements, with the addition of Tara Boulevard's (SR 3) intersections with Driveways 1, 2, and 3.

- Segment analysis results indicate that the only roadway segment to experience failing levels of service is Fayetteville Road (SR 54) from Brown Road to Tara Boulevard (SR 3) during the PM peak hour in the existing conditions.
    - Once the widening project (PI #721440) is complete, the segment is projected to operate at acceptable levels of service during both peak hours in the 2028 no-build and 2028 build conditions.
    - All other roadway segments operate/are projected to operate at LOS D or better during both peak hours in the 2021 existing, 2028 no-build, and 2028 build conditions.

- The GDOT Intersection Control Evaluation (ICE) tool was used to develop possible alternatives at the study intersections involving a state route. The tool identified the most suitable alternatives at the following intersections:
    - Tara Boulevard (SR 3) and Driveway 2
        - Traffic Signal
        - Continuous Green-T
    - Tara Boulevard (SR 3) and Old Poston Road
        - Traffic Signal
        - Signalized RCUT
    - Tara Boulevard (SR 3) and Betty Talmadge Avenue
        - RCUT
        - RIRO

- Alternatives were also evaluated at the following intersections:
    - S Main Street and Old Poston Road
        - Add Southbound and Eastbound Right Turn Lanes, and a Northbound Left Turn Lane
        - Single Lane Roundabout
    - S Main Street and Betty Talmadge Avenue/Noahs Ark Road
        - Single Lane Roundabout with Northbound and Westbound Right Turn Bypass Lanes
        - Multilane Roundabout with Northbound and Westbound Right Turn Bypass Lanes (if S Main Street were to be widened in the future)
        - Traffic Signal with Turn Lanes
        - Traffic Signal with (Dual) Turn Lanes (if S Main Street were to be widened in the future)

RECOMMENDATIONS

Based on the findings from the study, the recommendations that will be the developer's responsibility are as follows:

- Tara Boulevard (SR 3) and Driveway 1 (Illustrated in Figure 33)
    - Install a RIRO.
    - Install a southbound right turn lane with minimum 250 feet of full width storage.

- Tara Boulevard (SR 3) and Driveway 2 (Illustrated in Figure 33)
    - Install a traffic signal.
    - Install a southbound free-flow right turn lane with minimum 250 feet of full width storage.
    - Install an eastbound left turn lane with 250 feet of full width storage.
    - Install northbound and southbound left turn/U-turn lanes with minimum 350 feet of full width storage.
    - For within the site on Driveway 2:
        - Install a westbound left turn lane with 150 feet of full width storage for the first internal driveway.
        - Taper the entering roadway into a single approach lane after the first internal driveway.
        - Install a single lane roundabout where Driveway 2 intersects with the roads that lead to the townhouses and single family detached houses.

- Tara Boulevard (SR 3) and Driveway 3 (Illustrated in Figure 33)
    - Install a RIRO.
    - Install a southbound right turn lane with minimum 250 feet of full width storage.

- Old Poston Road and Driveway 4 (Illustrated in Figure 34)
    - Install minor stop control with full access.

- Poston Road and Driveway 5 (Illustrated in Figure 35)
    - Install minor stop control with full access.
    - Install a northbound right turn lane with minimum 100 feet of full width storage.

Figure 33 shows the improvements that are recommended to be made for the section of Tara Boulevard (SR 3) from Old Poston Road to Driveway 1.

Figure 33: TARA BLVD (SR 3), FROM OLD POSTON RD TO DW 1 – RECOMMENDATIONS

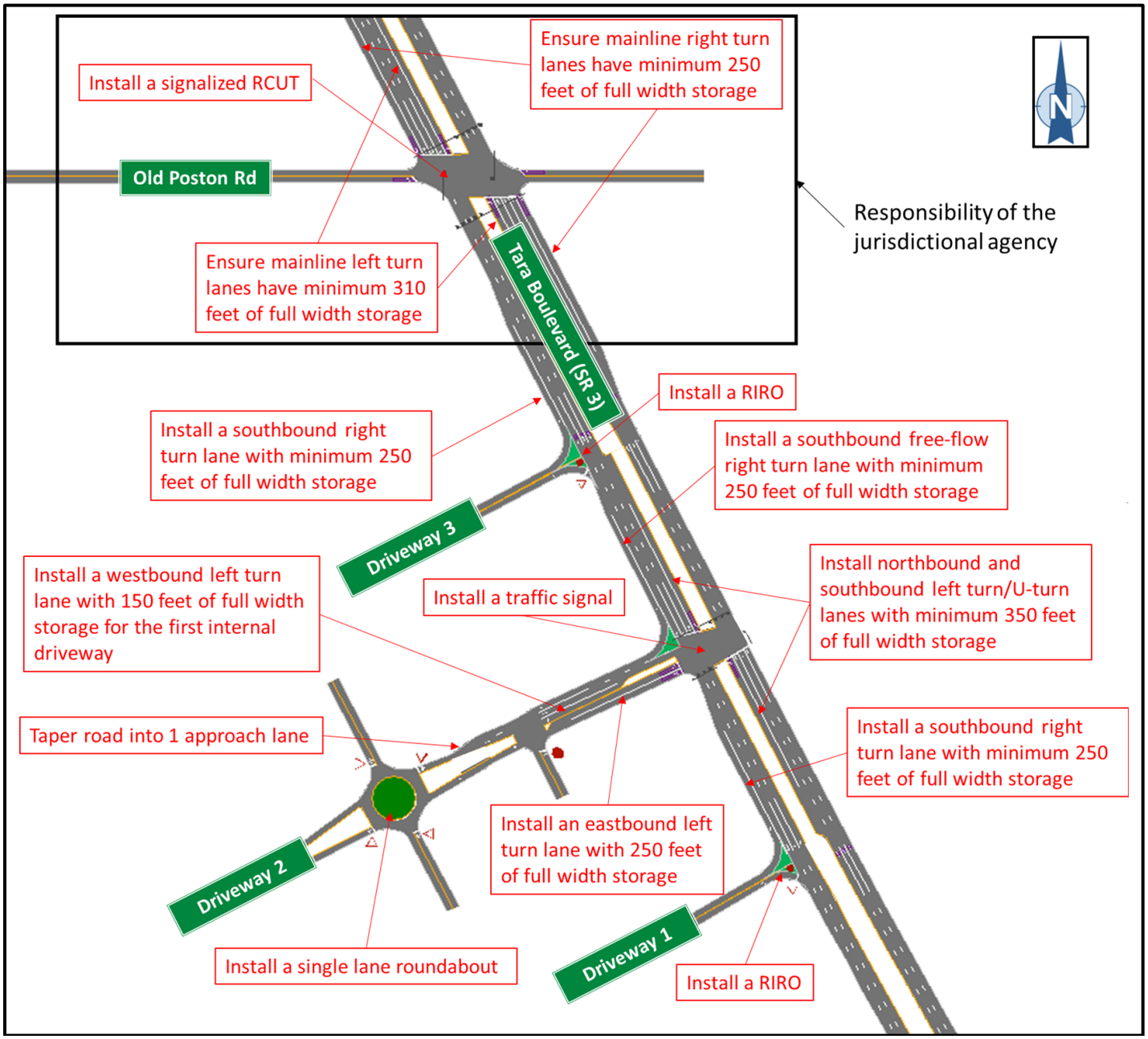


Figure 34 shows the recommendations for the intersection of Old Poston Road and Driveway 4.

Figure 34: OLD POSTON RD & DW 4 – RECOMMENDATIONS

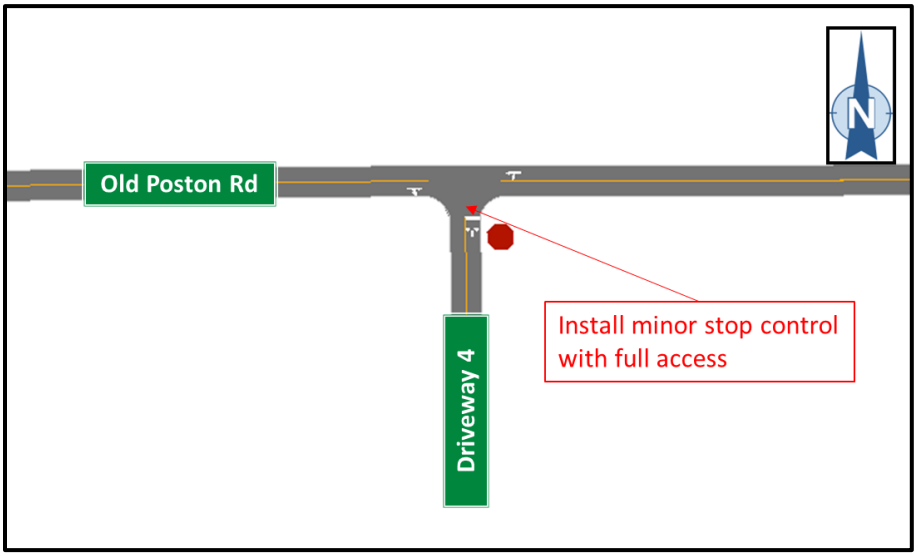
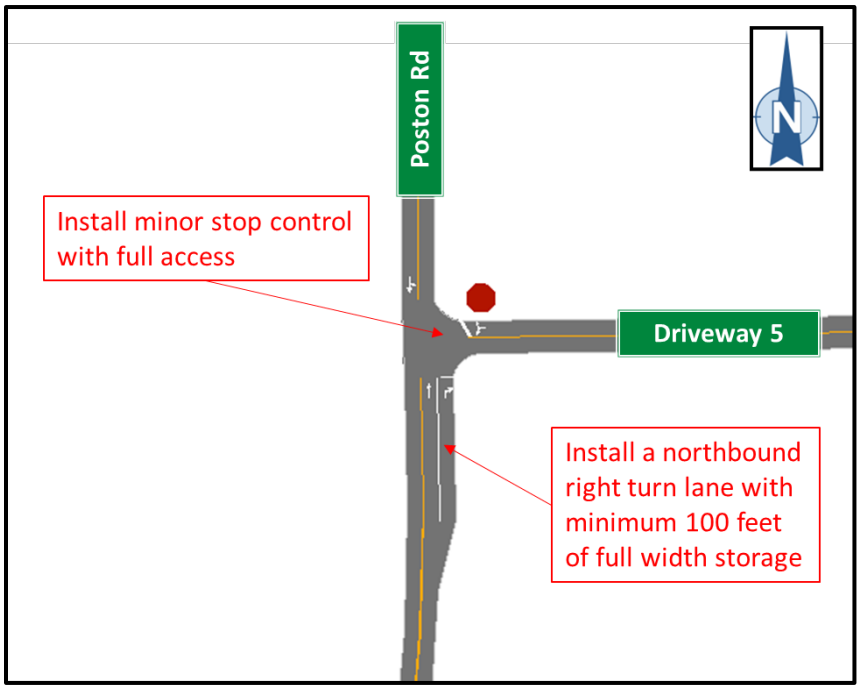


Figure 35 shows the recommendations for the intersection of Poston Road and Driveway 5.

Figure 35: POSTON RD & DW 5 – RECOMMENDATIONS



Some of the study intersections are either experiencing failing operations in the existing conditions or are projected to fail in the projected no-build conditions. The recommendations for these intersections, that will be the responsibility of the jurisdictional agency, are as follows:

- Tara Boulevard (SR 3) and Old Poston Road (Illustrated in Figure 33)
    - Install a signalized RCUT.
    - Ensure mainline right turn lanes have minimum 250 feet of full width storage.
    - Ensure mainline left turn lanes have minimum 310 feet of full width storage.

- Tara Boulevard (SR 3) and Betty Talmadge Avenue (Illustrated in Figure 36)
    - Install a RIRO configuration on both side streets.
    - Ensure mainline right turn lanes have minimum 250 feet of full width storage.

- S Main Street and Old Poston Road (Illustrated in Figure 37)
    - Install a single lane roundabout.

- S Main Street and Betty Talmadge Avenue/Noahs Ark Road (Illustrated in Figures 31 & 32)
    - Acquire the necessary land to realign Betty Talmadge Avenue opposite of Noahs Ark Road, creating a 4-leg intersection rather than two 3-leg intersections within 250 feet of each other. The northbound queue at the signal also backs up past Betty Talmadge Avenue currently.
    - Install either a roundabout with northbound and westbound right turn bypass lanes or a traffic signal with turn lanes, as illustrated in Figures 31 and 32, respectively.

Figure 36 shows the improvements that are recommended to be made at the intersection of Tara Boulevard (SR 3) and Betty Talmadge Avenue.

Figure 36: TARA BLVD (SR 3) & BETTY TALMADGE AVE – RECOMMENDATIONS

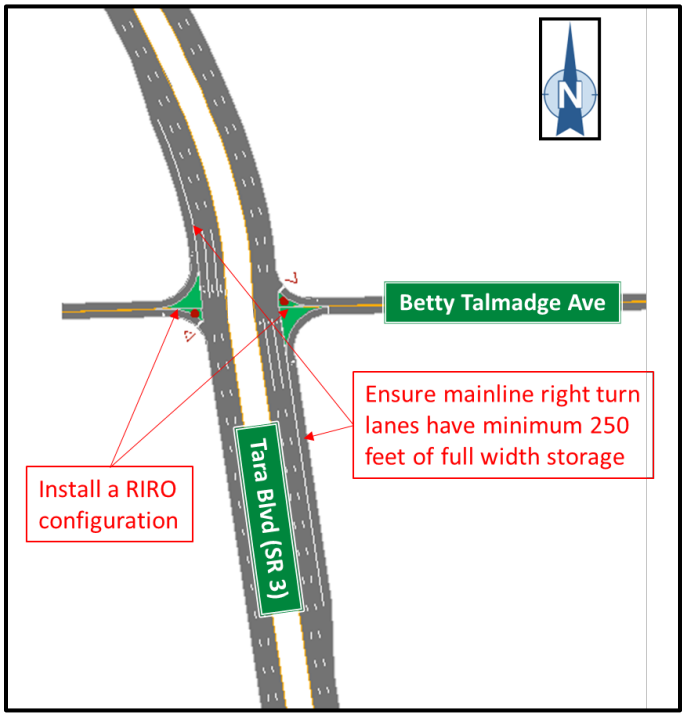
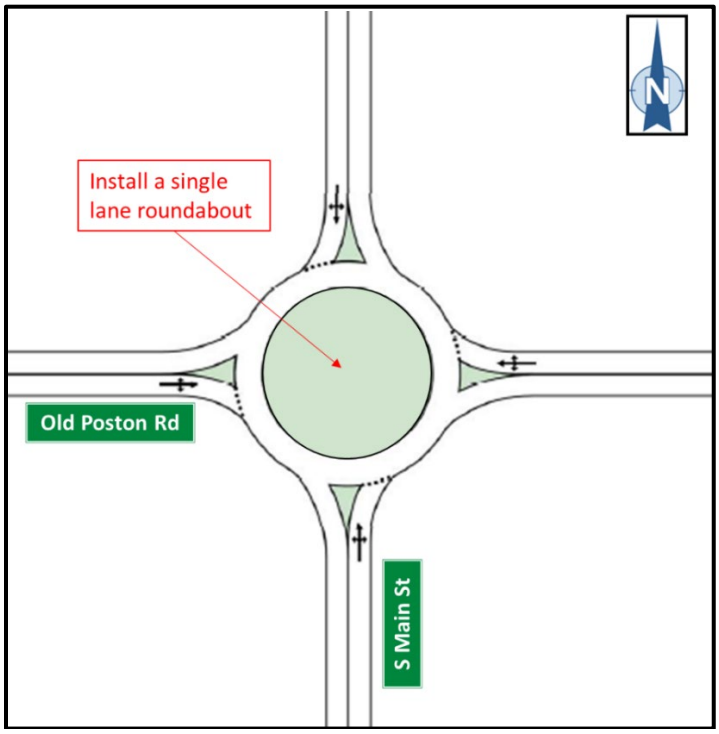


Figure 37 shows the improvements that are recommended to be made at the intersection of S Main Street and Old Poston Road.

Figure 37: S MAIN ST & OLD POSTON RD – RECOMMENDATIONS

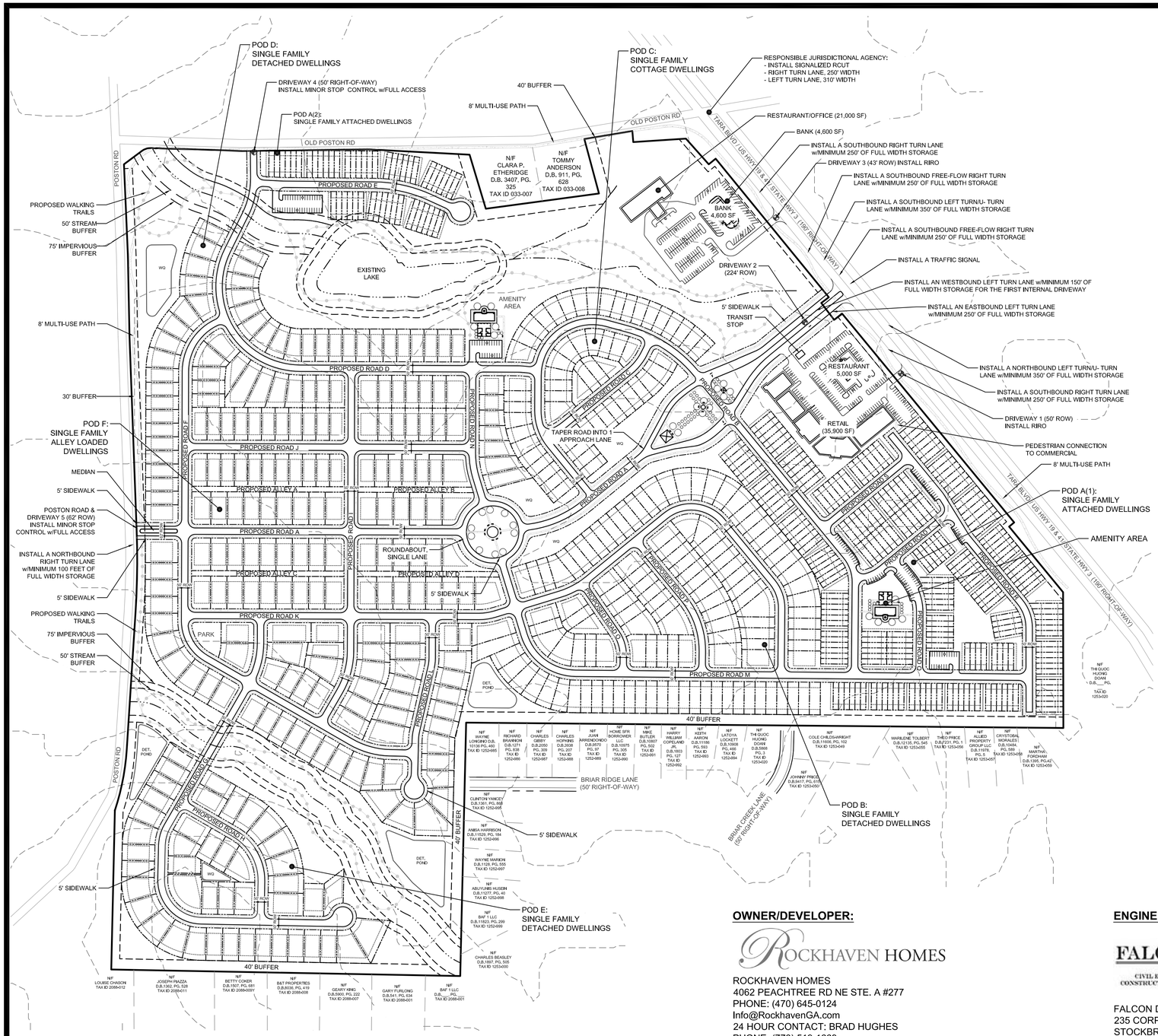


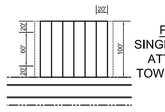
APPENDICES

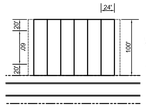
SITE PLAN ..... A
RAILROAD CROSSING INVENTORY FORM ..... B
TURNING MOVEMENT COUNTS C
ATR DATA ..... D
GDOT COUNT STATION DATA ..... E
TRIP GENERATION DATA ..... F
CRASH DATA ..... G
CAPACITY ANALYSIS REPORTS – EXISTING CONDITIONS ..... H
CAPACITY ANALYSIS REPORTS – NO-BUILD CONDITIONS I
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ICE SPREADSHEETS L
CAPACITY ANALYSIS REPORTS – ICE ALTERNATIVES ..... M
CAPACITY ANALYSIS REPORTS – OTHER IMPROVEMENTS ..... N

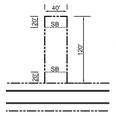
APPENDIX A

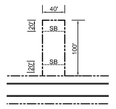
SITE PLAN

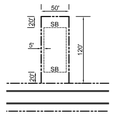


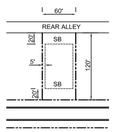


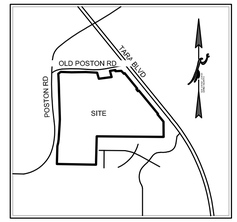












VICINITY MAP
NOT TO SCALE

LAND USE SUMMARY

TOTAL AREA: 167.82 AC

PROPOSED ZONING:
PUD (PLANNED UNIT DEVELOPMENT)
GROSS D.U.A. = 4.13 du/ac
OPEN SPACE: +/- 44.54 ACRES

RESIDENTIAL UNITS
ATTACHED TOWNHOMES (2-STORY):
- POD A(1) - 20'x100': 130 UNITS
- 24'x100': 84 UNITS
- POD A(2) - 20'x100' 48 UNITS

SINGLE FAMILY DETACHED DWELLINGS (1-STORY):
- POD B - 40'x120': 120 UNITS
- POD C - 40'x100': 65 UNITS
- POD D - 50'x120': 79 UNITS
- POD E - 60'x120': 102 UNITS
- POD F - 60'x120' REAR ENTRY: 65 UNITS

TOTAL UNITS : 693

COMMERCIAL AREA: +/- 10 ACRES
- COMMERCIAL POD 1 (+/- 6 ACRES)
  - BUILDING SQUARE FOOTAGE: +/-25,600 sq. ft.
  - FLOOR AREA RATIO = 0.1
- COMMERCIAL POD 2 (+/- 4 ACRES)
  - BUILDING SQUARE FOOTAGE: +/-40,900 sq. ft.
  - FLOOR AREA RATIO = 0.2

PEDESTRIAN CONNECTIVITY

- 5' SIDEWALKS (48,813 LF): INCLUDED ALONG ALL STREETS WITHIN PODS
- 8' MULTI-USE PATH (5,510 LF): LOCATED ALONG FRONTAGE AT TARA BLVD, OLD POSTON RD, AND POSTON RD TERMINATING AT WEST ENTRANCE (ACCESS 1)
- MULCHED WALKING TRAILS (8,933 LF): LOCATED THROUGHOUT OPEN SPACE PROVIDE ADDITIONAL PEDESTRIAN CONNECTIVITY
- CROSSWALKS AND CURB RAMPS: TO BE PROVIDED WHERE REQUIRED AND APPROPRIATE

COMMERCIAL PARKING SUMMARY

REQUIRED PARKING SPACES: 436
TURN LANES: 2
PROVIED OFF-STREET PARKING SPACES: 452

EXISTING ZONING & DENSITY

MIXED-USE AREA: 81.36 AC (±10 AC COMMERCIAL)
RS180 AREA: 86.5 AC

THROUGH LANES

- PROPOSED ROAD A, 2 LANES BETWEEN STATE ROUTE 3 & POSTON ROAD
- PROPOSED ROAD D TO B TO A, 2 LANES BETWEEN STATE ROUTE 3 & OLD POSTON ROAD

OWNER/DEVELOPER:

ROCKHAVEN HOMES
4062 PEACHTREE RD NE STE. A #277
PHONE: (470) 645-0124
Info@RockhavenGA.com
24 HOUR CONTACT: BRAD HUGHES
PHONE: (770) 519-1668

ENGINEER:

FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR., SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666

TRAFFIC CONSULTANT:

LUMIN8 TRANSPORTATION TECHNOLOGIES
SPEEDY BOUTWELL
PHONE: (770)-289-0464

GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1 inch = 200 ft.

CIVIL ENGINEERING COA NO. PER 004790
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 • Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) BUY-7100

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FOR
WALDON PARK
ROCKHAVEN HOMES
LOCATED IN:
LAND LOTS 209& 242, 5TH DISTRICT,
LAND LOTS 33 & 35, 6TH DISTRICT,
CLAYTON COUNTY, GEORGIA

DATE	REVISIONS
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REVISED BY:	

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SHEET NUMBER
3.0

APPENDIX B

RAILROAD CROSSING INVENTORY FORM

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*: 02 / 18 / 2021

B. Reporting Agency: ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)*: ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number: 718144S

Part I: Location and Classification Information

1. Primary Operating Railroad: Norfolk Southern Railway Company [NS]

2. State: GEORGIA

3. County: CLAYTON

4. City / Municipality: ☐ In ☒ Near JONESBORO

5. Street/Road Name & Block Number: NOAHS ARK ROAD | _____ *(Street/Road Name)* | ** (Block Number)*

6. Highway Type & No.: CR 1328

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR _____, _____, _____, _____

8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR _____, _____, _____, _____

9. Railroad Division or Region: ☐ None GEORGIA

10. Railroad Subdivision or District: ☐ None GRIFFIN

11. Branch or Line Name: ☒ None

12. RR Milepost: S | 0271.090 | _____ *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *: _____

14. Nearest RR Timetable Station *: JONESBORO

15. Parent RR *(if applicable)*: ☐ N/A NS

16. Crossing Owner *(if applicable)*: ☐ N/A NS

17. Crossing Type: ☒ Public ☐ Private

18. Crossing Purpose: ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position: ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)*: ☐ Yes ☐ No

21. Type of Train: ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other

22. Average Passenger Train Count Per Day: ☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use: ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?: ☐ Yes ☒ No If Yes, Provide Crossing Number _____

25. Quiet Zone *(FRA provided)*: ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established _____

26. HSR Corridor ID: _____ ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)*: 33.4928268

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)*: -84.3387615

29. Lat/Long Source: ☒ Actual ☐ Estimated

30.A. Railroad Use *:

31.A. State Use *:

30.B. Railroad Use *:

31.B. State Use *:

30.C. Railroad Use *:

31.C. State Use *:

30.D. Railroad Use *:

31.D. State Use *:

32.A. Narrative *(Railroad Use)* *****:

32.B. Narrative *(State Use)* *****:

33. Emergency Notification Telephone No. *(posted)*: 800-946-4744

34. Railroad Contact *(Telephone No.)*: 800-946-4744

35. State Contact *(Telephone No.)*: 404-631-1375

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
3	2	4	0	

2. Year of Train Count Data *(YYYY)*: 2021

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)*: 25
3.B. Typical Speed Range Over Crossing *(mph)* From 15 to 25

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled? ☐ Yes ☒ No

7.A. Event Recorder ☐ Yes ☒ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
02/18/2021		718144S

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 0 Specify type 0

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * 0 Stop Line Distance * 0	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	25 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2009 AADT 007200	03 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

APPENDIX C

TURNING MOVEMENT COUNTS

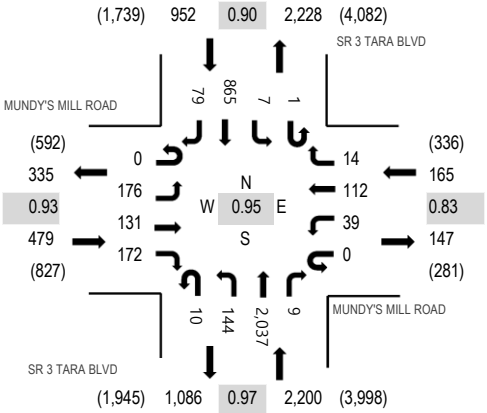
2018 COUNTS

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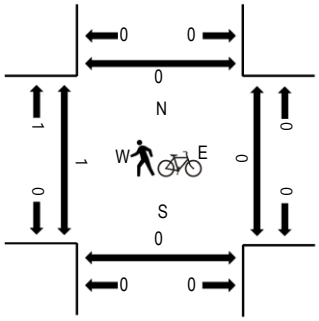
Location: 2 SR 3 TARA BLVD & MUNDY'S MILL ROAD AM
Date and Start Time: Thursday, September 27, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MUNDY'S MILL ROAD Eastbound				MUNDY'S MILL ROAD Westbound				SR 3 TARA BLVD Northbound				SR 3 TARA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	41	29	25	0	8	29	3	2	18	522	2	1	3	162	19	864	3,791	0	0	0	0
7:15 AM	0	48	29	48	0	14	34	2	3	31	522	2	0	1	193	9	936	3,796	0	0	0	0
7:30 AM	0	41	34	31	0	6	27	4	1	48	530	3	1	2	239	26	993	3,670	0	0	0	0
7:45 AM	0	46	32	41	0	11	26	2	4	32	545	4	0	2	224	29	998	3,433	1	0	0	0
8:00 AM	0	41	36	52	0	8	25	6	2	33	440	0	0	2	209	15	869	3,109	0	0	0	0
8:15 AM	0	36	28	26	0	16	34	3	3	18	424	7	1	1	194	19	810		0	0	0	0
8:30 AM	0	28	20	27	0	11	34	1	1	28	410	2	0	3	178	13	756		0	0	0	0
8:45 AM	0	33	32	23	0	7	20	5	0	17	341	3	5	4	176	8	674		0	0	0	0

Peak Rolling Hour Flow Rates

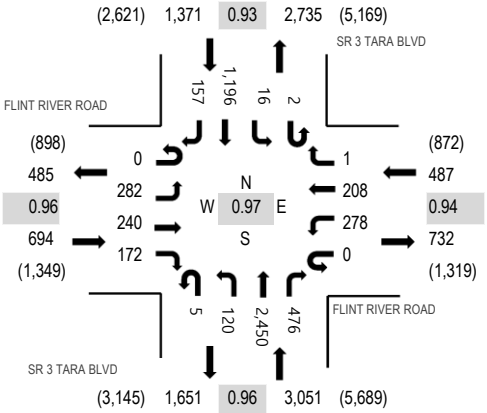
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	2	1	0	0	17	0	0	0	14	0	36
Lights	0	172	125	162	0	36	105	13	9	133	1,978	8	1	6	816	78	3,642
Mediums	0	4	6	10	0	1	5	0	1	11	42	1	0	1	35	1	118
Total	0	176	131	172	0	39	112	14	10	144	2,037	9	1	7	865	79	3,796

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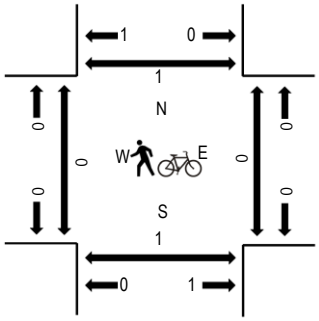
Location: 3 SR 3 TARA BLVD & FLINT RIVER ROAD AM
Date and Start Time: Thursday, September 27, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FLINT RIVER ROAD Eastbound				FLINT RIVER ROAD Westbound				SR 3 TARA BLVD Northbound				SR 3 TARA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	77	67	39	0	48	34	1	0	16	602	100	0	3	226	37	1,250	5,523	0	0	0	2
7:15 AM	0	77	65	42	0	66	51	0	1	26	639	128	1	3	252	31	1,382	5,603	0	0	0	0
7:30 AM	0	63	69	37	0	70	56	0	0	27	626	117	0	5	329	45	1,444	5,451	0	0	1	1
7:45 AM	0	74	55	45	0	71	58	0	1	37	608	117	1	5	335	40	1,447	5,279	0	0	0	0
8:00 AM	0	68	51	48	0	71	43	1	3	30	577	114	0	3	280	41	1,330	5,008	0	0	0	0
8:15 AM	1	61	51	39	0	59	41	3	1	40	518	87	0	6	281	42	1,230		0	0	0	0
8:30 AM	0	59	28	65	0	54	35	5	1	26	554	92	1	7	310	35	1,272		1	0	1	0
8:45 AM	1	71	56	40	0	63	40	2	2	31	480	88	0	2	266	34	1,176		1	0	0	0

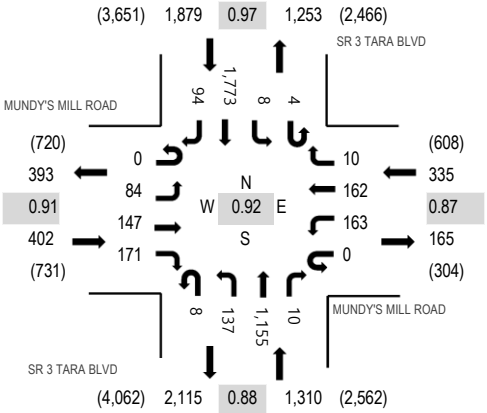
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	1	19	0	0	0	24	1	47
Lights	0	274	237	159	0	272	202	1	5	110	2,372	474	2	16	1,130	151	5,405
Mediums	0	6	3	13	0	6	6	0	0	9	59	2	0	0	42	5	151
Total	0	282	240	172	0	278	208	1	5	120	2,450	476	2	16	1,196	157	5,603

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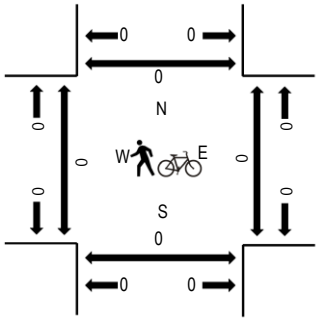
Location: 2 SR 3 TARA BLVD & MUNDY'S MILL ROAD PM
Date and Start Time: Thursday, September 27, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MUNDY'S MILL ROAD Eastbound				MUNDY'S MILL ROAD Westbound				SR 3 TARA BLVD Northbound				SR 3 TARA BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	28	36	0	23	26	4	0	31	292	3	3	2	359	20	845	3,626	0	0	0	0
4:15 PM	0	18	31	32	0	39	40	3	2	34	271	0	1	5	431	22	929	3,707	0	0	0	0
4:30 PM	0	25	33	27	0	34	40	4	1	26	260	6	2	3	438	14	913	3,727	0	0	0	0
4:45 PM	0	20	26	35	0	35	25	0	1	32	292	1	0	1	454	17	939	3,879	0	0	0	0
5:00 PM	0	16	32	33	0	32	34	1	1	35	296	2	1	3	414	26	926	3,926	0	0	0	0
5:15 PM	0	21	40	48	0	36	39	1	1	27	256	4	2	1	450	23	949		0	0	0	0
5:30 PM	0	25	40	46	0	48	44	4	3	41	329	2	1	1	461	20	1,065		0	0	0	0
5:45 PM	0	22	35	44	0	47	45	4	3	34	274	2	0	3	448	25	986		0	0	0	0

Peak Rolling Hour Flow Rates

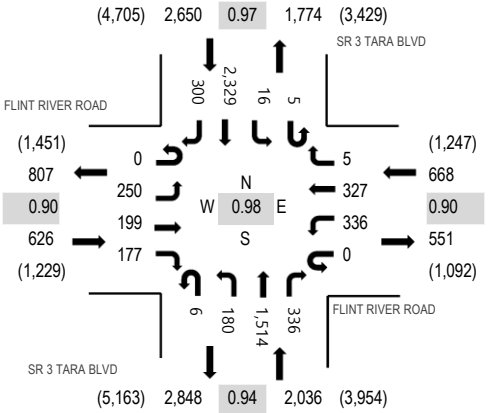
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	9	0	0	0	10	0	21
Lights	0	84	146	170	0	162	162	9	8	137	1,110	10	4	8	1,741	94	3,845
Mediums	0	0	1	1	0	0	0	0	0	0	36	0	0	0	22	0	60
Total	0	84	147	171	0	163	162	10	8	137	1,155	10	4	8	1,773	94	3,926

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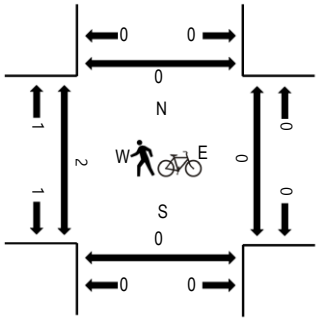
Location: 3 SR 3 TARA BLVD & FLINT RIVER ROAD PM
Date and Start Time: Thursday, September 27, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FLINT RIVER ROAD Eastbound				FLINT RIVER ROAD Westbound				SR 3 TARA BLVD Northbound				SR 3 TARA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	52	42	48	0	76	69	2	1	26	337	65	0	0	443	35	1,196	5,155	0	0	0	0
4:15 PM	0	49	41	34	0	70	47	0	0	59	362	82	0	3	492	55	1,294	5,487	0	2	0	0
4:30 PM	0	71	55	53	0	82	82	1	0	36	336	106	0	2	420	59	1,303	5,698	0	0	0	0
4:45 PM	0	68	52	38	0	71	78	1	3	40	376	89	0	4	484	58	1,362	5,921	0	0	0	0
5:00 PM	0	62	56	44	0	82	76	1	0	46	408	94	0	3	582	74	1,528	5,980	1	0	0	0
5:15 PM	0	63	40	45	0	97	85	3	4	51	365	83	1	4	587	77	1,505		1	0	0	0
5:30 PM	0	66	59	46	0	82	78	0	0	36	393	80	3	5	595	83	1,526		0	0	0	0
5:45 PM	0	59	44	42	0	75	88	1	2	47	348	79	1	4	565	66	1,421		0	0	0	0

Peak Rolling Hour Flow Rates

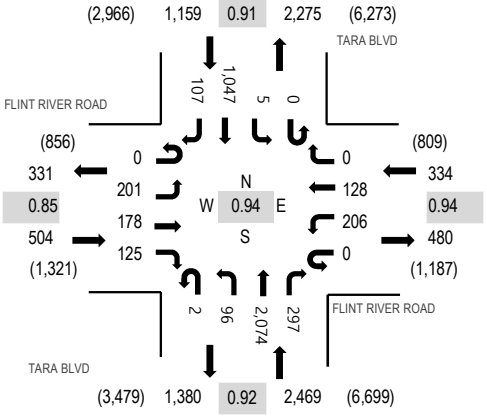
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	18	0	0	0	21	0	40
Lights	0	246	194	174	0	334	323	5	6	179	1,460	332	5	16	2,287	299	5,860
Mediums	0	3	5	3	0	2	4	0	0	1	36	4	0	0	21	1	80
Total	0	250	199	177	0	336	327	5	6	180	1,514	336	5	16	2,329	300	5,980

2021 COUNTS

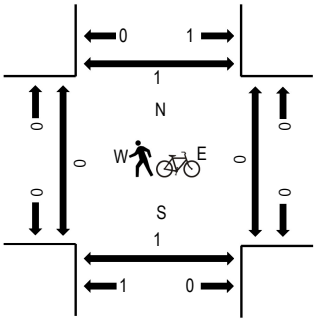
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: #1 TARA BLVD & FLINT RIVER ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLINT RIVER ROAD Eastbound				FLINT RIVER ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	21	22	14	0	6	13	0	0	13	399	27	0	2	130	17	664	3,325	0	0	0	0
6:15 AM	0	42	27	29	0	19	17	0	3	13	461	26	0	0	180	12	829	3,630	0	0	0	0
6:30 AM	0	37	27	20	0	16	11	0	0	9	511	41	0	0	190	8	870	3,883	0	0	0	0
6:45 AM	0	44	31	23	0	37	19	0	2	10	477	54	0	0	233	32	962	4,156	1	0	0	2
7:00 AM	0	47	22	24	0	50	30	0	2	20	498	50	0	0	211	15	969	4,386	0	0	0	0
7:15 AM	0	42	42	43	0	45	27	0	0	21	535	49	0	3	252	23	1,082	4,466	0	0	1	0
7:30 AM	0	39	26	27	0	48	37	0	1	22	555	91	0	0	274	23	1,143	4,364	0	0	0	0
7:45 AM	0	76	53	29	0	61	32	0	0	26	502	96	0	1	285	31	1,192	4,267	0	0	0	1
8:00 AM	0	44	57	26	0	52	32	0	1	27	482	61	0	1	236	30	1,049	4,084	0	0	0	0
8:15 AM	0	45	47	32	0	47	39	0	0	32	419	78	0	6	204	31	980		0	0	0	0
8:30 AM	0	56	48	27	0	45	36	0	4	20	450	76	0	3	247	34	1,046		1	0	0	1
8:45 AM	0	62	44	26	0	55	35	0	5	25	429	76	0	0	218	34	1,009		0	0	1	0

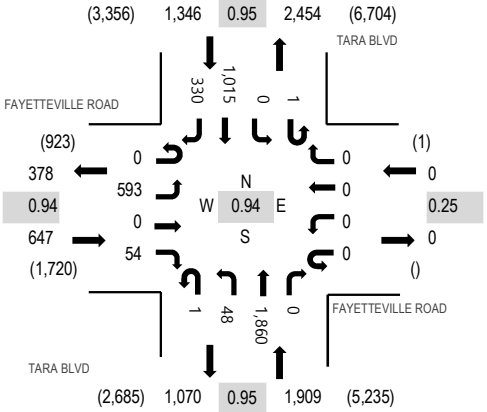
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	25	0	0	0	22	0	47
Lights	0	201	175	124	0	204	127	0	2	90	1,992	295	0	5	965	104	4,284
Mediums	0	0	3	1	0	2	1	0	0	6	57	2	0	0	60	3	135
Total	0	201	178	125	0	206	128	0	2	96	2,074	297	0	5	1,047	107	4,466

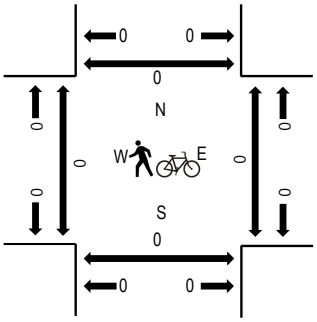
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Location: #2 TARA BLVD & FAYETTEVILLE ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAYETTEVILLE ROAD Eastbound				FAYETTEVILLE ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	88	0	4	0	0	0	0	0	6	344	0	0	0	126	19	587	2,950	0	0	0	0
6:15 AM	0	100	0	8	0	0	0	0	1	1	412	0	1	0	196	34	753	3,245	0	0	0	0
6:30 AM	0	141	0	9	0	0	0	0	0	14	413	0	1	0	167	46	791	3,468	0	0	0	0
6:45 AM	0	111	0	9	0	0	0	1	0	7	424	0	0	0	215	52	819	3,717	0	0	0	0
7:00 AM	0	118	0	19	0	0	0	0	0	16	451	0	1	0	204	73	882	3,886	0	0	0	0
7:15 AM	0	136	0	15	0	0	0	0	0	11	487	0	1	0	252	74	976	3,902	0	0	0	0
7:30 AM	0	157	0	17	0	0	0	0	0	14	496	0	0	0	285	71	1,040	3,764	0	0	0	0
7:45 AM	0	155	0	10	0	0	0	0	0	9	461	0	0	0	255	98	988	3,595	0	0	0	0
8:00 AM	0	145	0	12	0	0	0	0	1	14	416	0	0	0	223	87	898	3,476	0	0	0	0
8:15 AM	0	148	0	13	0	0	0	0	2	6	400	0	2	0	199	68	838		0	0	0	0
8:30 AM	0	126	0	10	0	0	0	0	1	11	410	0	2	0	225	86	871		2	0	0	0
8:45 AM	0	155	0	14	0	0	0	0	0	9	398	0	3	0	193	97	869		0	0	0	0

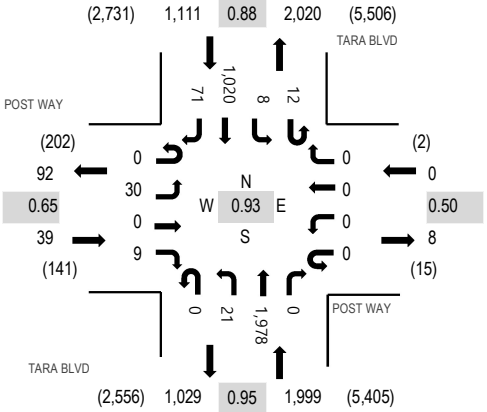
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	1	0	0	0	0	0	0	21	0	0	0	21	0	45
Lights	0	584	0	51	0	0	0	0	1	48	1,787	0	1	0	948	324	3,744
Mediums	0	7	0	2	0	0	0	0	0	0	52	0	0	0	46	6	113
Total	0	593	0	54	0	0	0	0	1	48	1,860	0	1	0	1,015	330	3,902

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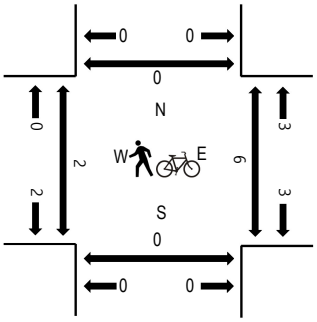
Location: #3 TARA BLVD & POST WAY AM
Date: Thursday, March 11, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	POST WAY Eastbound				POST WAY Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	12	0	1	0	0	0	0	0	2	386	0	1	0	122	3	527	2,466	0	0	0	0
6:15 AM	0	9	0	1	0	0	0	0	0	1	421	0	2	1	192	5	632	2,641	0	0	0	0
6:30 AM	0	5	0	2	0	0	0	0	0	2	455	0	1	0	179	6	650	2,818	0	0	0	0
6:45 AM	0	7	0	0	0	0	0	0	0	0	449	0	1	5	183	12	657	3,016	0	0	0	0
7:00 AM	0	11	0	3	0	0	0	0	0	4	457	0	1	4	210	12	702	3,149	0	2	0	0
7:15 AM	0	7	0	3	0	0	0	0	0	6	517	0	2	1	260	13	809	3,142	1	1	0	0
7:30 AM	0	4	0	2	0	0	0	0	0	3	524	0	7	2	285	21	848	2,988	0	1	0	0
7:45 AM	0	8	0	1	0	0	0	0	0	8	480	0	2	1	265	25	790	2,805	1	2	0	0
8:00 AM	0	15	0	2	0	0	0	1	0	7	441	0	2	0	214	13	695	2,664	0	3	0	0
8:15 AM	0	6	0	1	0	0	0	0	0	3	421	0	1	0	206	17	655		0	0	0	0
8:30 AM	0	14	0	2	0	0	0	1	0	4	419	0	1	1	211	12	665		1	0	0	0
8:45 AM	0	20	0	5	0	0	0	0	0	3	392	0	3	0	206	20	649		0	0	0	0

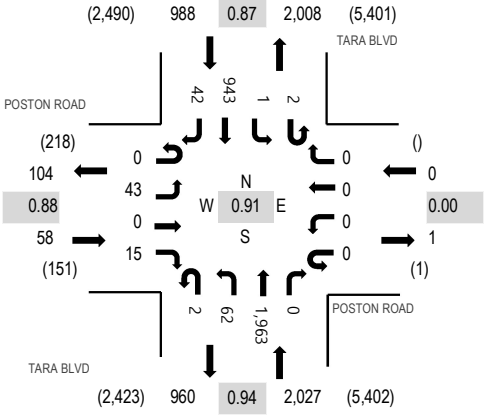
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	24	0	0	0	30	0	54
Lights	0	19	0	8	0	0	0	0	0	21	1,908	0	9	8	944	68	2,985
Mediums	0	11	0	1	0	0	0	0	0	0	46	0	3	0	46	3	110
Total	0	30	0	9	0	0	0	0	0	21	1,978	0	12	8	1,020	71	3,149

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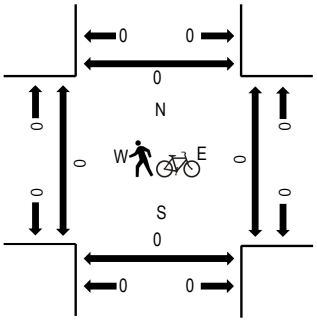
Location: #4 TARA BLVD & POSTON ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	POSTON ROAD Eastbound				POSTON ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	8	0	1	0	0	0	0	2	1	370	0	0	0	120	6	508	2,423	0	0	0	0
6:15 AM	0	6	0	4	0	0	0	0	0	3	436	0	0	0	182	10	641	2,596	0	0	0	0
6:30 AM	0	7	0	2	0	0	0	0	0	8	451	0	0	0	171	6	645	2,739	0	0	0	1
6:45 AM	0	8	0	4	0	0	0	0	0	13	435	0	0	0	164	5	629	2,938	0	0	0	0
7:00 AM	0	11	0	6	0	0	0	0	2	10	457	0	0	1	191	3	681	3,073	0	0	0	0
7:15 AM	0	12	0	3	0	0	0	0	0	10	508	0	1	0	239	11	784	3,063	0	0	0	0
7:30 AM	0	12	0	4	0	0	0	0	0	22	515	0	0	0	281	10	844	2,912	0	0	0	0
7:45 AM	0	8	0	2	0	0	0	0	0	20	483	0	1	0	232	18	764	2,702	0	0	0	0
8:00 AM	0	3	0	3	0	0	0	0	0	16	433	0	2	0	199	15	671	2,547	0	0	0	0
8:15 AM	0	17	0	4	0	0	0	0	1	5	400	0	0	0	198	8	633		1	0	0	0
8:30 AM	0	16	0	1	0	0	0	0	0	6	403	0	0	0	203	5	634		0	0	0	0
8:45 AM	0	8	0	1	0	0	0	0	0	3	389	0	1	0	203	4	609		0	0	0	0

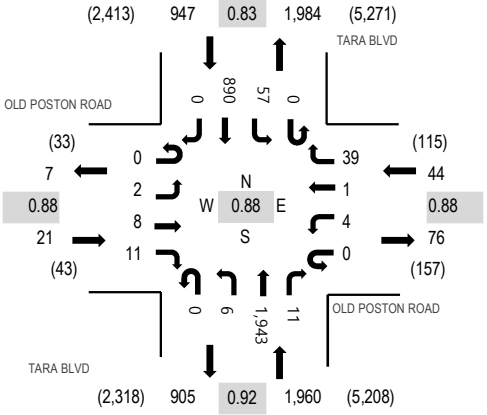
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	23	0	0	0	29	1	53
Lights	0	41	0	15	0	0	0	0	2	61	1,888	0	2	1	879	32	2,921
Mediums	0	2	0	0	0	0	0	0	0	1	52	0	0	0	35	9	99
Total	0	43	0	15	0	0	0	0	2	62	1,963	0	2	1	943	42	3,073

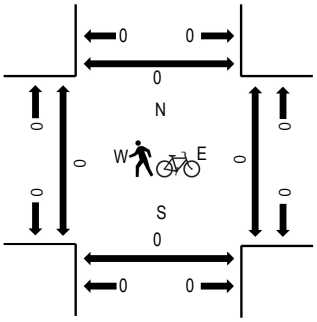
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Location: #5 TARA BLVD & OLD POSTON ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	1	0	0	0	1	9	0	0	341	0	0	7	116	0	475	2,340	0	0	0	0
6:15 AM	0	0	1	0	0	0	1	4	0	1	425	2	0	3	161	0	598	2,536	0	0	0	0
6:30 AM	0	2	0	3	0	0	1	6	0	2	443	0	0	10	169	0	636	2,670	0	0	0	0
6:45 AM	0	0	1	2	0	0	2	6	0	5	430	3	0	5	177	0	631	2,874	0	0	0	0
7:00 AM	0	0	3	2	0	1	0	8	0	2	471	2	0	12	170	0	671	2,972	0	0	0	0
7:15 AM	0	2	1	3	0	1	0	12	0	0	473	1	0	13	226	0	732	2,944	0	0	0	0
7:30 AM	0	0	1	3	0	1	0	11	0	2	529	2	0	20	271	0	840	2,824	0	0	0	0
7:45 AM	0	0	3	3	0	1	1	8	0	2	470	6	0	12	223	0	729	2,613	0	0	0	0
8:00 AM	0	1	0	1	0	0	1	10	0	4	425	1	0	6	194	0	643	2,467	0	0	0	0
8:15 AM	0	1	0	3	0	0	2	8	0	2	392	2	0	14	188	0	612		0	0	0	0
8:30 AM	0	0	1	3	0	0	1	7	0	1	407	2	0	11	196	0	629		0	0	0	0
8:45 AM	0	1	1	0	0	0	2	10	0	0	359	1	0	9	200	0	583		0	0	0	0

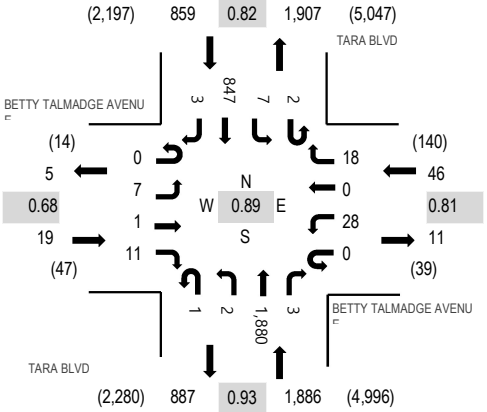
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	4	0	0	20	0	0	3	23	0	50
Lights	0	2	8	11	0	1	1	32	0	6	1,884	11	0	49	832	0	2,837
Mediums	0	0	0	0	0	3	0	3	0	0	39	0	0	5	35	0	85
Total	0	2	8	11	0	4	1	39	0	6	1,943	11	0	57	890	0	2,972

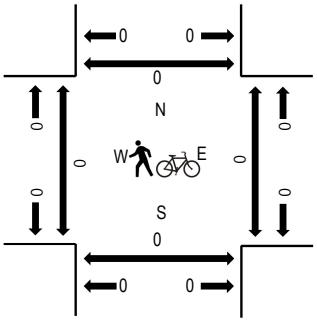
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Location: #6 TARA BLVD & BETTY TALMADGE AVENUE AM
Date: Thursday, March 11, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BETTY TALMADGE AVENUE Eastbound				BETTY TALMADGE AVENUE Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	2	0	1	0	5	0	0	0	0	333	2	0	1	90	0	434	2,262	0	0	0	0
6:15 AM	0	3	1	0	0	5	0	5	0	0	412	2	0	0	176	0	604	2,460	0	0	0	0
6:30 AM	0	2	1	0	0	11	0	5	0	0	442	0	0	0	166	0	627	2,559	0	0	0	0
6:45 AM	0	0	1	0	0	9	0	3	0	0	416	1	0	1	164	2	597	2,724	1	0	0	0
7:00 AM	0	1	0	2	0	8	0	6	0	0	445	1	1	1	167	0	632	2,810	0	0	0	0
7:15 AM	0	2	1	3	0	7	0	3	0	1	472	2	1	2	209	0	703	2,770	0	0	0	0
7:30 AM	0	1	0	6	0	6	0	6	0	0	508	0	0	2	261	2	792	2,638	0	0	0	0
7:45 AM	0	3	0	0	0	7	0	3	1	1	455	0	0	2	210	1	683	2,439	0	0	0	0
8:00 AM	0	1	0	2	0	13	0	3	0	2	390	0	0	4	176	1	592	2,308	1	0	0	0
8:15 AM	0	3	0	0	0	5	0	0	0	0	379	1	1	0	181	1	571		0	0	0	0
8:30 AM	0	4	0	3	0	14	0	5	0	2	379	1	0	4	181	0	593		1	0	0	0
8:45 AM	0	2	1	1	0	7	0	4	0	0	345	3	1	4	183	1	552		0	0	0	0

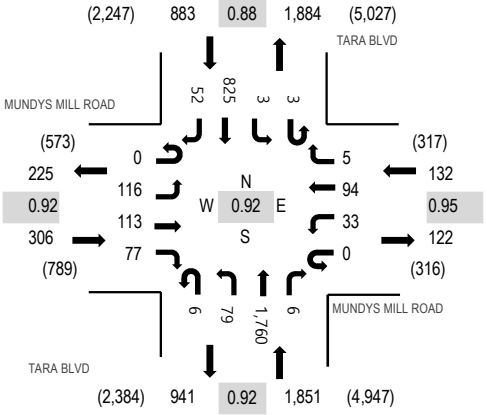
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	22	0	0	2	24	0	48
Lights	0	7	1	10	0	24	0	17	1	2	1,815	3	2	5	788	3	2,678
Mediums	0	0	0	1	0	4	0	1	0	0	43	0	0	0	35	0	84
Total	0	7	1	11	0	28	0	18	1	2	1,880	3	2	7	847	3	2,810

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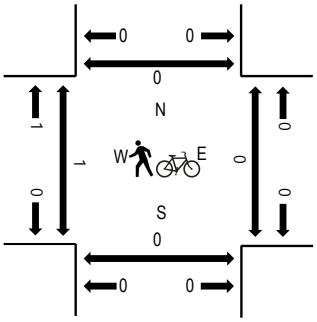
Location: #7 TARA BLVD & MUNDYS MILL ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	14	13	10	0	1	6	0	0	9	371	2	1	0	85	0	512	2,463	0	0	0	0
6:15 AM	0	19	13	7	0	3	7	0	0	14	354	1	1	1	165	10	595	2,653	0	0	0	0
6:30 AM	0	25	23	16	0	2	11	1	0	16	430	1	0	0	178	8	711	2,860	0	0	0	0
6:45 AM	0	20	20	13	0	6	15	0	0	15	391	0	1	0	149	15	645	3,011	0	0	0	0
7:00 AM	0	27	27	19	0	9	19	1	2	10	410	0	2	1	163	12	702	3,172	0	0	0	0
7:15 AM	0	26	24	20	0	8	27	1	1	23	444	4	0	0	213	11	802	3,163	0	0	0	0
7:30 AM	0	32	27	17	0	8	20	3	1	23	476	1	0	1	235	18	862	3,004	0	0	0	0
7:45 AM	0	31	35	21	0	8	28	0	2	23	430	1	1	1	214	11	806	2,835	1	0	0	0
8:00 AM	0	28	35	24	0	7	26	4	1	18	362	1	0	3	166	18	693	2,665	1	0	0	0
8:15 AM	0	24	17	19	0	8	21	3	0	22	345	3	2	1	173	5	643		0	0	0	0
8:30 AM	0	32	26	24	0	5	21	2	2	22	360	3	3	5	170	18	693		0	0	0	0
8:45 AM	0	19	20	22	0	7	28	1	2	19	330	2	0	4	178	4	636		0	0	0	0

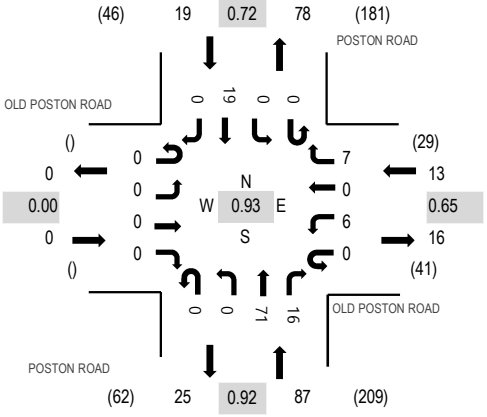
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	18	0	0	0	22	0	41
Lights	0	113	112	76	0	31	90	4	6	78	1,699	6	2	2	771	49	3,039
Mediums	0	3	1	1	0	2	3	1	0	1	43	0	1	1	32	3	92
Total	0	116	113	77	0	33	94	5	6	79	1,760	6	3	3	825	52	3,172

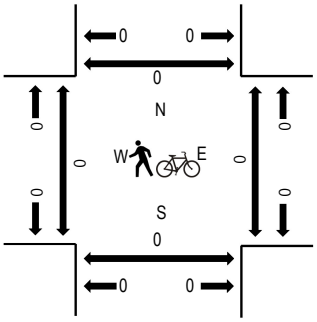
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: #8 POSTON ROAD & OLD POSTON ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				POSTON ROAD Northbound				POSTON ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	1	0	0	0	0	8	1	0	0	1	0	11	65	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	9	2	0	0	4	0	16	79	0	0	0	0
6:30 AM	0	0	0	0	0	3	0	0	0	0	9	4	0	0	0	0	16	89	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	5	0	0	11	3	0	0	2	0	22	102	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	0	15	6	0	0	3	0	25	111	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	17	4	0	0	5	0	26	118	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	21	4	0	0	2	0	29	119	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	1	0	0	20	5	0	0	3	0	31	116	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	4	0	0	15	3	0	0	9	0	32	108	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	1	0	0	15	4	0	0	5	0	27		0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	17	3	0	0	4	0	26		0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0	0	0	11	2	0	0	8	0	23		0	0	0	0

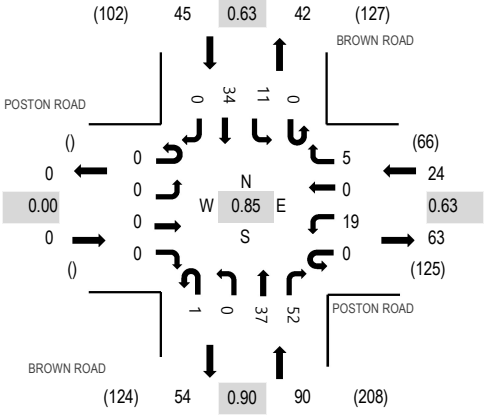
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	6	0	7	0	0	71	15	0	0	19	0	118
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	7	0	0	71	16	0	0	19	0	119

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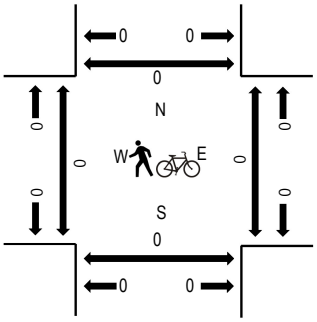
Location: #9 BROWN ROAD & POSTON ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	POSTON ROAD Eastbound				POSTON ROAD Westbound				BROWN ROAD Northbound				BROWN ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	2	0	1	0	0	10	2	0	1	8	0	24	93	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	0	0	0	10	2	0	3	1	0	18	98	0	0	0	0
6:30 AM	0	0	0	0	0	5	0	3	0	0	7	5	0	2	0	0	22	105	0	0	0	0
6:45 AM	0	0	0	0	0	5	0	0	0	0	7	8	0	4	5	0	29	118	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	1	0	0	11	6	0	4	3	0	29	136	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	1	0	0	7	10	0	1	3	0	25	148	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	0	1	0	8	11	0	1	11	0	35	159	0	0	0	0
7:45 AM	0	0	0	0	0	6	0	0	0	0	8	15	0	6	12	0	47	155	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	2	0	0	10	15	0	3	7	0	41	147	0	0	0	0
8:15 AM	0	0	0	0	0	6	0	3	0	0	11	11	0	1	4	0	36		0	0	0	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	11	5	0	1	11	0	31		0	0	0	0
8:45 AM	0	0	0	0	0	8	0	4	0	0	12	5	0	3	7	0	39		0	0	0	0

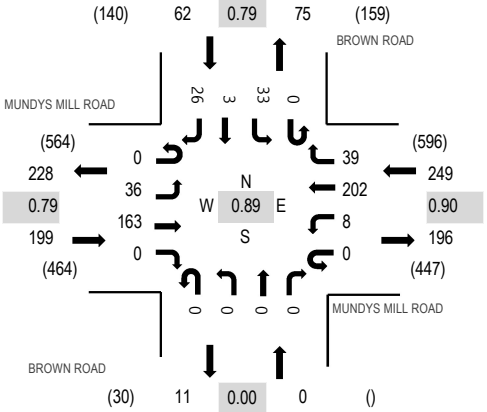
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	18	0	5	1	0	37	52	0	10	33	0	156
Mediums	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	3
Total	0	0	0	0	0	19	0	5	1	0	37	52	0	11	34	0	159

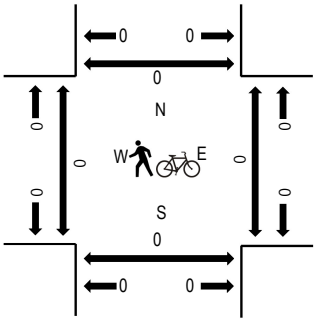
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: #10 BROWN ROAD & MUNDYS MILL ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				BROWN ROAD Northbound				BROWN ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	4	17	1	0	0	14	5	0	0	0	0	0	5	1	3	50	277	0	0	0	0
6:15 AM	0	6	19	1	0	2	21	4	0	0	0	0	0	3	1	1	58	318	0	0	2	0
6:30 AM	0	3	29	0	0	1	35	2	0	0	0	0	0	3	0	3	76	363	0	0	0	0
6:45 AM	0	5	21	1	0	2	47	6	0	0	0	0	0	3	1	7	93	395	0	0	0	0
7:00 AM	0	6	39	0	0	0	34	6	0	0	0	0	0	2	0	4	91	446	0	1	0	0
7:15 AM	0	6	34	0	0	1	51	2	0	0	0	0	0	4	1	4	103	484	0	0	0	0
7:30 AM	0	13	24	0	0	1	51	3	0	0	0	0	0	12	0	4	108	497	0	0	0	0
7:45 AM	0	16	47	0	0	1	52	8	0	0	0	0	0	10	1	9	144	510	0	0	0	0
8:00 AM	0	9	33	0	0	5	53	11	0	0	0	0	0	12	1	5	129	477	0	0	0	0
8:15 AM	0	9	40	0	0	0	50	8	0	0	0	0	0	3	0	6	116		0	0	0	0
8:30 AM	0	2	43	0	0	2	47	12	0	0	0	0	0	8	1	6	121		0	0	0	0
8:45 AM	0	8	27	1	0	2	52	5	0	0	0	0	0	9	2	5	111		0	0	0	0

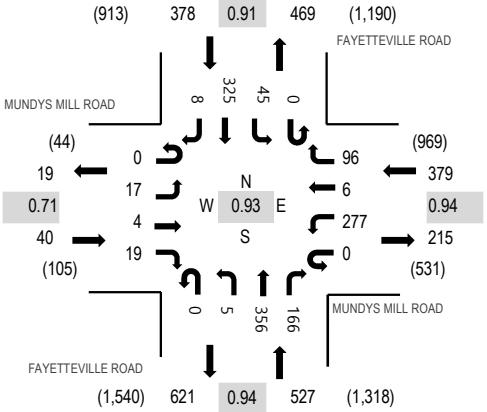
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	36	158	0	0	8	195	39	0	0	0	0	0	32	3	25	496
Mediums	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	1	13
Total	0	36	163	0	0	8	202	39	0	0	0	0	0	33	3	26	510

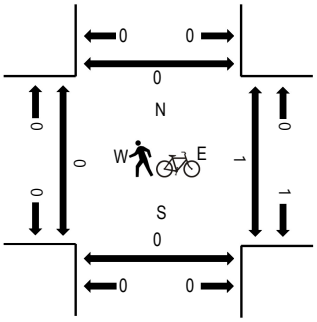
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: #11 FAYETTEVILLE ROAD & MUNDYS MILL ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				FAYETTEVILLE ROAD Northbound				FAYETTEVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	1	1	0	28	0	18	0	0	43	19	0	0	20	1	131	753	0	0	0	0
6:15 AM	0	4	0	0	0	42	0	14	0	0	45	25	0	6	25	1	162	883	0	0	0	0
6:30 AM	0	3	2	2	0	39	0	21	0	0	64	27	0	4	47	3	212	1,013	0	0	0	0
6:45 AM	0	6	0	4	0	66	0	24	0	0	57	27	0	8	56	0	248	1,158	0	0	0	0
7:00 AM	0	2	2	1	0	46	0	22	0	0	71	41	0	4	68	4	261	1,230	0	0	0	0
7:15 AM	0	4	2	6	0	71	0	20	0	0	61	38	0	6	80	4	292	1,305	2	0	0	0
7:30 AM	0	6	0	5	0	68	1	32	0	0	111	38	0	14	81	1	357	1,324	0	0	0	0
7:45 AM	0	2	1	3	0	76	1	23	0	0	68	54	0	8	79	5	320	1,292	0	0	0	0
8:00 AM	0	3	1	2	0	64	0	21	0	3	96	40	0	14	91	1	336	1,322	0	0	0	0
8:15 AM	0	6	2	9	0	69	4	20	0	2	81	34	0	9	74	1	311		0	1	0	0
8:30 AM	0	7	1	5	0	67	5	17	0	0	84	48	0	8	83	0	325		0	0	0	0
8:45 AM	0	4	3	5	0	61	2	27	0	2	103	36	0	8	96	3	350		0	0	0	0

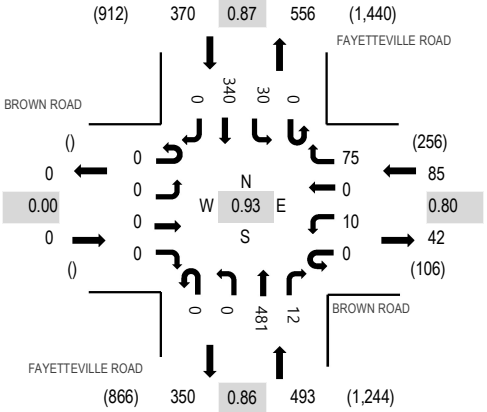
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	4	0	0	1	0	7
Lights	0	17	4	19	0	269	6	95	0	5	346	162	0	45	319	8	1,295
Mediums	0	0	0	0	0	8	0	1	0	0	8	0	0	0	5	0	22
Total	0	17	4	19	0	277	6	96	0	5	356	166	0	45	325	8	1,324

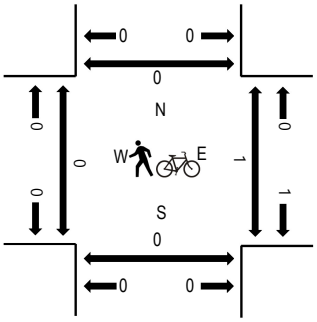
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: #12 FAYETTEVILLE ROAD & BROWN ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROWN ROAD Eastbound				BROWN ROAD Westbound				FAYETTEVILLE ROAD Northbound				FAYETTEVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	2	0	16	0	0	71	0	0	3	17	0	109	565	0	0	0	0
6:15 AM	0	0	0	0	0	3	0	16	0	0	66	2	0	2	35	0	124	656	0	0	0	0
6:30 AM	0	0	0	0	0	5	0	25	0	0	96	0	0	2	47	0	175	744	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	12	0	0	81	1	1	9	53	0	157	823	0	0	0	0
7:00 AM	0	0	0	0	0	5	0	16	0	0	97	2	0	8	72	0	200	903	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	20	0	0	94	1	0	5	90	0	212	929	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	19	0	0	143	1	0	11	77	0	254	948	0	0	0	0
7:45 AM	0	0	0	0	0	4	0	15	0	0	109	8	0	10	91	0	237	907	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	23	0	0	111	0	0	6	85	0	226	944	0	1	0	0
8:15 AM	0	0	0	0	0	2	0	18	0	0	118	3	0	3	87	0	231		0	0	0	0
8:30 AM	0	0	0	0	0	3	0	17	0	0	99	5	0	13	76	0	213		0	0	0	0
8:45 AM	0	0	0	0	0	7	0	22	0	0	135	1	0	10	99	0	274		0	0	0	0

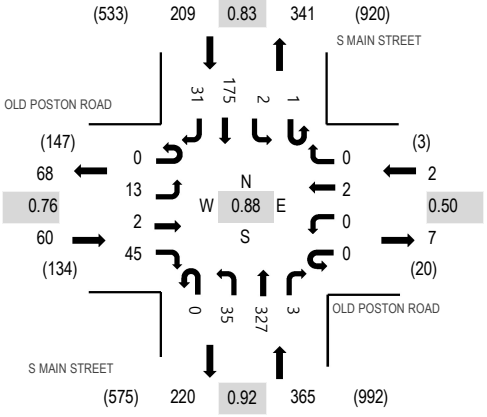
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	0	0	0	0	10	0	75	0	0	468	12	0	29	334	0	928
Mediums	0	0	0	0	0	0	0	0	0	0	11	0	0	1	5	0	17
Total	0	0	0	0	0	10	0	75	0	0	481	12	0	30	340	0	948

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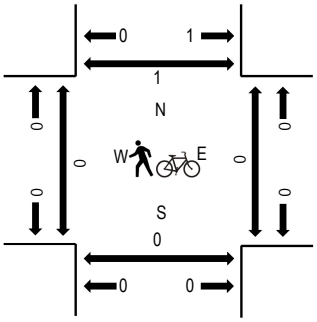
Location: #13 S MAIN STREET & OLD POSTON ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	3	1	4	0	0	0	0	0	9	58	0	0	0	26	4	105	450	0	0	0	0
6:15 AM	0	3	0	3	0	0	0	0	0	3	76	1	0	1	22	3	112	477	0	0	0	0
6:30 AM	0	2	2	8	0	0	0	0	0	8	69	0	0	1	24	2	116	523	0	0	0	0
6:45 AM	0	2	0	1	0	0	1	0	0	6	66	2	0	0	35	4	117	570	0	0	0	0
7:00 AM	0	1	0	10	0	0	0	0	0	7	70	2	0	1	40	1	132	634	0	0	0	0
7:15 AM	0	1	0	10	0	0	1	0	0	11	75	2	0	0	42	16	158	636	0	0	0	1
7:30 AM	0	1	2	18	0	0	0	0	0	10	90	0	0	0	38	4	163	634	0	0	0	0
7:45 AM	0	8	0	13	0	0	1	0	0	5	87	1	1	2	57	6	181	618	0	0	0	0
8:00 AM	0	3	0	4	0	0	0	0	0	9	75	0	0	0	38	5	134	578	0	0	0	0
8:15 AM	0	2	0	10	0	0	0	0	0	9	81	1	0	1	50	2	156		0	0	0	0
8:30 AM	0	1	0	11	0	0	0	0	0	6	73	0	0	0	54	2	147		0	0	0	0
8:45 AM	0	2	0	8	0	0	0	0	0	10	70	0	0	0	49	2	141		0	0	0	0

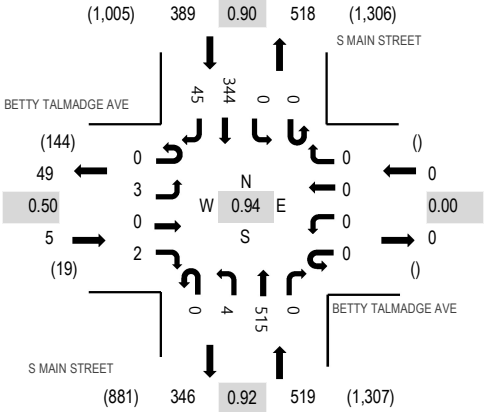
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	0	5
Lights	0	10	2	40	0	0	1	0	0	33	322	3	1	2	165	26	605
Mediums	0	1	0	5	0	0	1	0	0	1	4	0	0	0	9	5	26
Total	0	13	2	45	0	0	2	0	0	35	327	3	1	2	175	31	636

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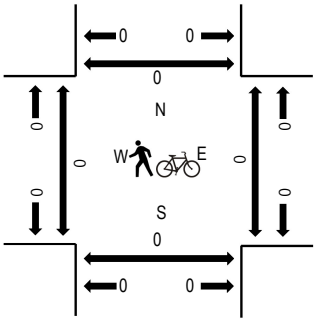
Location: #14 S MAIN STREET & BETTY TALMADGE AVE AM
Date: Thursday, March 11, 2021
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	BETTY TALMADGE AVE Eastbound				BETTY TALMADGE AVE Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	4	0	0	0	0	0	0	0	4	69	0	0	0	22	9	108	577	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	3	79	0	0	0	44	10	137	681	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	1	101	0	0	0	39	14	155	755	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	3	98	0	0	0	67	9	177	828	0	0	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	2	120	0	0	0	76	10	212	895	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	1	108	0	0	0	91	8	211	913	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	140	0	0	0	77	10	228	899	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	2	137	0	0	0	93	11	244	888	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	130	0	0	0	83	16	230	859	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	104	0	0	0	87	5	197		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	1	100	0	1	0	100	14	217		0	0	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	1	102	0	0	0	100	9	215		0	0	0	0

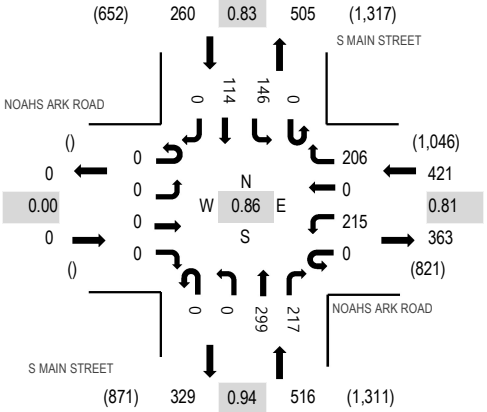
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	2	0	2	0	0	0	0	0	4	510	0	0	0	324	42	884
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	20	3	28
Total	0	3	0	2	0	0	0	0	0	4	515	0	0	0	344	45	913

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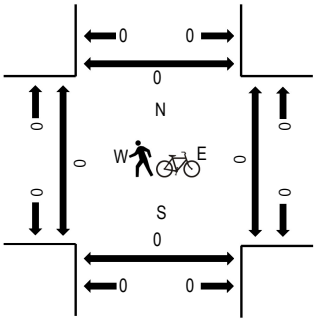
Location: #15 S MAIN STREET & NOAHS ARK ROAD AM
Date: Thursday, March 11, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NOAHS ARK ROAD Eastbound				NOAHS ARK ROAD Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	19	0	36	0	0	39	30	0	15	12	0	151	768	0	0	0	0
6:15 AM	0	0	0	0	0	33	0	23	0	0	59	23	0	19	21	0	178	884	0	0	0	0
6:30 AM	0	0	0	0	0	40	0	37	0	0	67	30	0	15	14	0	203	970	0	0	0	0
6:45 AM	0	0	0	0	0	46	0	39	0	0	64	41	0	17	29	0	236	1,055	0	0	0	0
7:00 AM	0	0	0	0	0	46	0	47	0	0	65	55	0	25	29	0	267	1,165	0	0	0	0
7:15 AM	0	0	0	0	0	39	0	40	0	0	76	40	0	28	41	0	264	1,190	0	0	0	0
7:30 AM	0	0	0	0	0	48	0	47	0	0	85	54	0	35	19	0	288	1,197	0	0	0	0
7:45 AM	0	0	0	0	0	72	0	60	0	0	77	57	0	50	30	0	346	1,166	0	0	0	0
8:00 AM	0	0	0	0	0	49	0	49	0	0	75	60	0	29	30	0	292	1,076	0	0	0	0
8:15 AM	0	0	0	0	0	46	0	50	0	0	62	46	0	32	35	0	271		0	0	0	0
8:30 AM	0	0	0	0	0	52	0	49	0	0	61	35	0	24	36	0	257		0	0	0	0
8:45 AM	0	0	0	0	0	38	0	41	0	0	69	41	0	20	47	0	256		0	0	0	0

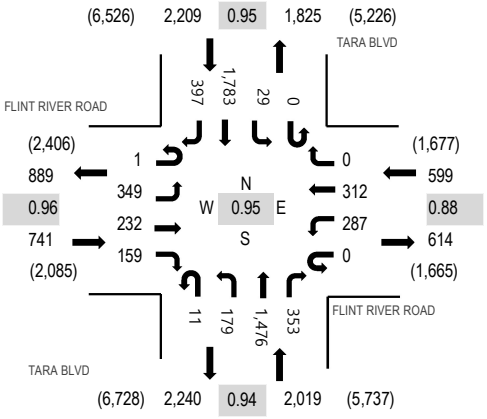
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	197	0	197	0	0	295	214	0	136	107	0	1,146
Mediums	0	0	0	0	0	18	0	8	0	0	4	3	0	10	7	0	50
Total	0	0	0	0	0	215	0	206	0	0	299	217	0	146	114	0	1,197

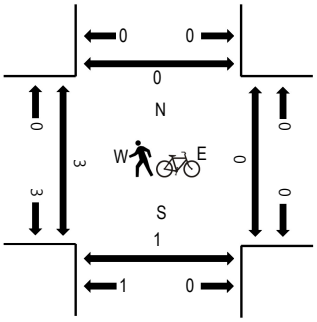
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: #1 TARA BLVD & FLINT RIVER ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLINT RIVER ROAD Eastbound				FLINT RIVER ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	87	48	50	0	79	71	0	2	43	339	75	0	4	479	72	1,350	5,447	1	0	0	0
4:15 PM	0	72	54	39	0	74	69	0	0	38	420	84	0	9	510	72	1,441	5,564	0	0	1	0
4:30 PM	0	78	63	28	0	68	73	0	4	38	347	86	0	6	472	82	1,345	5,438	1	0	0	0
4:45 PM	0	63	54	40	0	76	59	0	4	44	365	79	0	3	451	73	1,311	5,511	0	0	1	0
5:00 PM	0	89	55	33	0	70	76	0	3	53	381	106	0	5	497	99	1,467	5,568	0	0	0	0
5:15 PM	0	92	54	43	0	68	76	0	3	32	350	81	0	8	416	92	1,315	5,400	0	0	0	0
5:30 PM	0	78	66	36	0	81	93	0	5	42	367	79	0	3	466	102	1,418	5,362	0	0	1	0
5:45 PM	1	90	57	47	0	68	67	0	0	52	378	87	0	13	404	104	1,368	5,238	3	0	0	0
6:00 PM	1	84	56	44	0	73	84	0	1	47	361	61	0	5	395	87	1,299	5,010	4	0	0	0
6:15 PM	0	77	52	36	0	69	66	0	1	35	318	71	0	9	436	107	1,277		2	0	0	1
6:30 PM	0	69	67	40	0	68	50	0	1	48	362	70	0	4	430	85	1,294		0	0	0	0
6:45 PM	0	67	45	29	0	51	48	0	1	35	292	46	0	0	437	89	1,140		0	0	0	0

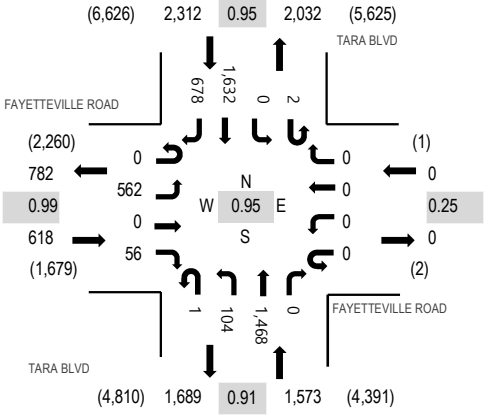
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	21	0	0	0	31	2	54
Lights	1	345	232	156	0	286	307	0	11	174	1,411	348	0	28	1,726	392	5,417
Mediums	0	4	0	3	0	1	5	0	0	5	44	5	0	1	26	3	97
Total	1	349	232	159	0	287	312	0	11	179	1,476	353	0	29	1,783	397	5,568

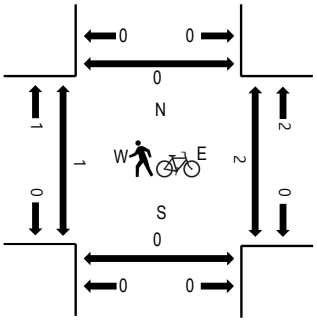
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: #2 TARA BLVD & FAYETTEVILLE ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FAYETTEVILLE ROAD Eastbound				FAYETTEVILLE ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	118	0	15	0	0	0	0	0	20	334	0	0	0	481	135	1,103	4,435	1	0	0	0
4:15 PM	0	139	0	15	0	0	0	0	0	27	383	0	1	0	449	168	1,182	4,503	0	1	0	0
4:30 PM	0	141	0	15	0	0	0	0	1	21	351	0	1	0	392	153	1,075	4,316	1	0	0	0
4:45 PM	0	138	0	16	0	0	0	0	0	27	332	0	0	0	385	177	1,075	4,361	0	0	0	0
5:00 PM	0	144	0	10	0	0	0	0	0	29	402	0	0	0	406	180	1,171	4,317	0	1	0	0
5:15 PM	0	145	0	7	0	0	0	0	0	27	301	0	1	0	363	151	995	4,168	0	0	0	0
5:30 PM	0	132	0	8	0	0	0	0	1	28	360	0	2	0	395	194	1,120	4,179	1	0	0	0
5:45 PM	0	118	0	14	0	0	0	0	0	25	371	0	3	0	325	175	1,031	4,058	3	0	0	0
6:00 PM	0	135	0	15	0	0	0	0	0	20	338	0	2	0	360	152	1,022	3,945	5	0	0	0
6:15 PM	0	123	0	12	0	0	0	0	0	23	314	0	1	0	367	166	1,006		1	0	0	0
6:30 PM	1	96	0	12	0	0	0	0	0	23	344	0	1	1	365	156	999		0	0	0	0
6:45 PM	0	96	0	14	0	0	0	1	0	33	256	0	1	1	367	149	918		0	0	0	0

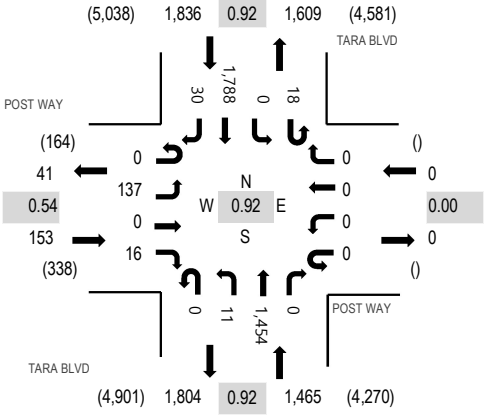
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	1	22	0	0	0	23	0	49
Lights	0	550	0	56	0	0	0	0	1	102	1,407	0	2	0	1,579	673	4,370
Mediums	0	9	0	0	0	0	0	0	0	1	39	0	0	0	30	5	84
Total	0	562	0	56	0	0	0	0	1	104	1,468	0	2	0	1,632	678	4,503

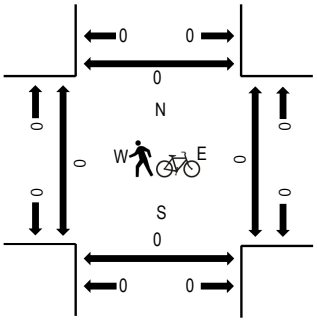
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: #3 TARA BLVD & POST WAY PM
Date: Thursday, March 11, 2021
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POST WAY Eastbound				POST WAY Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	20	0	4	0	0	0	0	0	4	358	0	8	0	491	15	900	3,451	0	0	0	0
4:15 PM	0	31	0	5	0	0	0	0	0	2	388	0	2	0	503	12	943	3,454	0	0	0	0
4:30 PM	0	17	0	4	0	0	0	0	0	4	355	0	4	0	435	8	827	3,263	0	0	0	0
4:45 PM	0	23	0	2	0	0	0	0	0	0	334	0	2	0	412	8	781	3,287	0	0	0	0
5:00 PM	0	66	0	5	0	0	0	0	0	5	377	0	10	0	438	2	903	3,257	0	0	0	0
5:15 PM	0	30	0	2	0	0	0	0	0	1	311	0	9	0	390	9	752	3,128	0	0	0	0
5:30 PM	1	15	0	4	0	0	0	0	1	4	407	0	6	0	404	9	851	3,130	0	0	0	0
5:45 PM	0	19	0	4	0	0	0	0	0	4	374	0	8	0	330	12	751	3,030	1	0	0	0
6:00 PM	0	19	0	4	0	0	0	0	1	5	363	0	0	0	368	14	774	2,938	0	0	0	0
6:15 PM	0	14	0	6	0	0	0	0	1	3	347	0	5	0	369	9	754		0	0	0	0
6:30 PM	0	19	0	6	0	0	0	0	0	3	350	0	0	0	357	16	751		0	0	0	0
6:45 PM	0	18	0	0	0	0	0	0	0	1	267	0	5	0	355	13	659		0	0	0	0

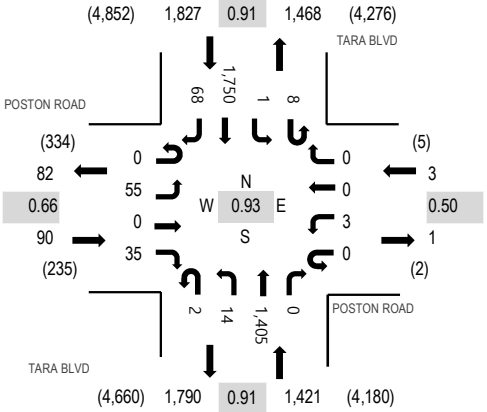
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	21	0	0	0	25	0	46
Lights	0	130	0	16	0	0	0	0	0	11	1,401	0	18	0	1,715	30	3,321
Mediums	0	7	0	0	0	0	0	0	0	0	32	0	0	0	48	0	87
Total	0	137	0	16	0	0	0	0	0	11	1,454	0	18	0	1,788	30	3,454

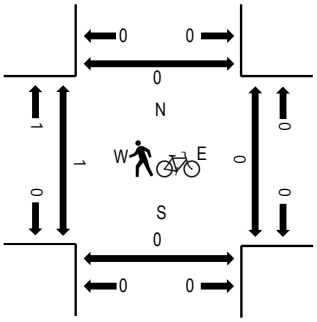
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: #4 TARA BLVD & POSTON ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	POSTON ROAD Eastbound				POSTON ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	0	11	0	1	0	0	0	0	349	0	0	0	453	18	844	3,321	0	0	0	0
4:15 PM	0	19	0	4	0	0	0	0	0	3	361	0	3	0	490	15	895	3,341	1	0	0	0
4:30 PM	0	8	0	9	0	2	0	0	1	5	353	0	0	1	439	15	833	3,146	0	0	0	0
4:45 PM	0	11	0	5	0	1	0	0	1	1	319	0	4	0	385	22	749	3,163	0	0	0	0
5:00 PM	0	17	0	17	0	0	0	0	0	5	372	0	1	0	436	16	864	3,132	0	0	0	0
5:15 PM	0	8	0	6	0	0	0	0	1	7	312	0	0	0	349	17	700	2,999	0	0	0	0
5:30 PM	0	9	0	8	0	0	0	0	1	12	390	1	1	0	404	24	850	3,035	1	1	0	0
5:45 PM	0	16	0	7	0	0	0	0	1	9	364	0	0	0	303	18	718	2,907	0	0	0	0
6:00 PM	0	11	0	5	0	0	0	0	0	6	348	0	3	0	322	36	731	2,819	0	0	0	0
6:15 PM	0	15	0	6	0	0	0	0	0	3	334	0	4	0	342	32	736		0	0	0	0
6:30 PM	0	11	0	6	0	0	0	0	1	4	347	0	4	0	318	31	722		0	2	0	0
6:45 PM	0	7	0	7	0	1	0	0	0	7	262	0	1	0	317	28	630		0	2	0	0

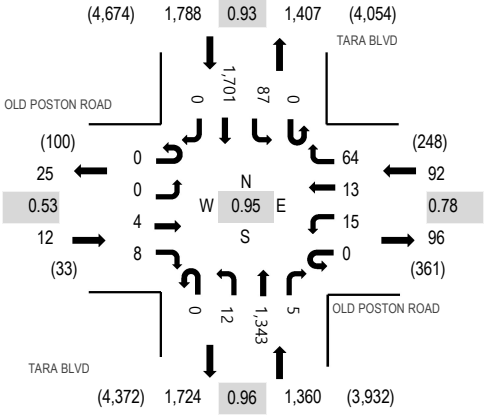
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	20	0	0	0	27	0	47
Lights	0	54	0	35	0	1	0	0	2	14	1,350	0	8	1	1,689	61	3,215
Mediums	0	1	0	0	0	2	0	0	0	0	35	0	0	0	34	7	79
Total	0	55	0	35	0	3	0	0	2	14	1,405	0	8	1	1,750	68	3,341

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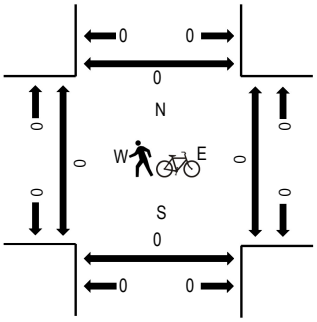
Location: #5 TARA BLVD & OLD POSTON ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	2	3	0	0	0	9	0	5	333	3	0	31	430	0	817	3,240	0	0	0	0
4:15 PM	0	0	0	2	0	1	2	13	0	3	347	2	0	19	467	0	856	3,252	0	0	0	0
4:30 PM	0	0	0	0	0	10	8	16	0	3	349	1	0	17	451	0	855	3,076	0	0	0	0
4:45 PM	0	0	1	1	0	3	1	13	0	3	305	1	0	18	366	0	712	3,036	0	0	0	0
5:00 PM	0	0	3	5	0	1	2	22	0	3	342	1	0	33	417	0	829	3,030	0	0	0	0
5:15 PM	0	0	1	2	0	6	3	18	1	3	294	2	0	19	330	1	680	2,866	0	0	0	0
5:30 PM	0	0	2	2	1	3	7	26	1	6	346	5	0	29	380	7	815	2,882	0	0	0	0
5:45 PM	0	0	2	0	0	2	5	20	1	5	345	1	0	32	292	1	706	2,726	1	0	0	0
6:00 PM	0	0	1	0	0	0	2	10	0	2	321	3	1	31	293	1	665	2,617	0	0	0	0
6:15 PM	0	0	2	0	0	2	2	12	0	4	311	1	3	30	324	5	696		0	0	0	0
6:30 PM	0	0	0	1	0	0	2	14	0	1	323	4	0	36	273	5	659		0	0	0	0
6:45 PM	0	1	0	1	0	0	2	10	0	2	248	1	1	26	301	4	597		1	0	0	0

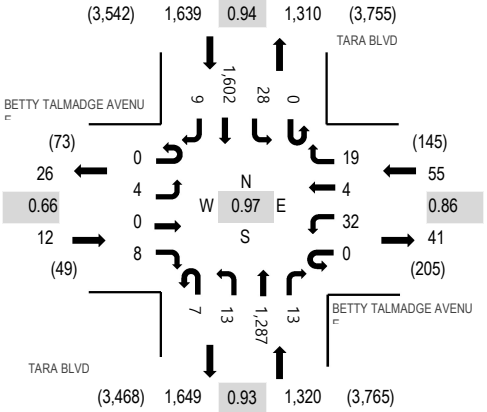
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	18	0	0	2	25	0	46
Lights	0	0	4	8	0	15	13	60	0	12	1,297	5	0	80	1,639	0	3,133
Mediums	0	0	0	0	0	0	0	3	0	0	28	0	0	5	37	0	73
Total	0	0	4	8	0	15	13	64	0	12	1,343	5	0	87	1,701	0	3,252

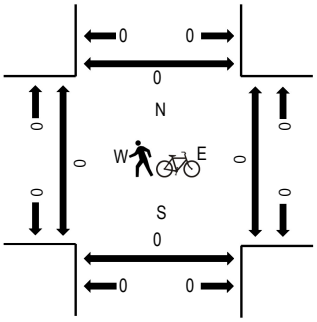
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Location: #6 TARA BLVD & BETTY TALMADGE AVENUE PM
Date: Thursday, March 11, 2021
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BETTY TALMADGE AVENUE Eastbound				BETTY TALMADGE AVENUE Westbound				TARA BLVD Northbound				TARA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	2	0	8	3	5	4	1	336	5	0	6	409	1	780	3,026	0	0	0	0
4:15 PM	0	1	0	1	0	9	0	2	3	1	323	3	0	5	428	2	778	2,901	0	0	0	0
4:30 PM	0	2	0	1	0	8	0	5	0	7	343	4	0	6	396	1	773	2,707	0	0	0	0
4:45 PM	0	1	0	4	0	7	1	7	0	4	285	1	0	11	369	5	695	2,505	0	0	0	0
5:00 PM	0	1	2	2	0	7	0	2	1	2	324	6	0	14	291	3	655	2,375	0	0	0	0
5:15 PM	0	3	0	1	0	6	0	7	0	2	286	4	3	13	257	2	584	2,285	0	0	0	0
5:30 PM	0	2	0	2	0	3	1	4	1	2	336	3	0	16	201	0	571	2,223	0	0	0	0
5:45 PM	0	3	1	1	0	7	3	7	1	2	309	9	1	10	206	5	565	2,197	1	0	0	0
6:00 PM	0	2	1	5	0	2	1	7	1	3	331	8	1	10	187	6	565	2,100	1	1	0	0
6:15 PM	0	2	1	1	1	7	3	5	0	2	291	5	0	21	182	1	522		0	0	0	0
6:30 PM	0	2	1	1	0	3	2	5	0	1	292	4	1	15	216	2	545		0	0	0	0
6:45 PM	0	1	2	0	0	2	2	3	0	2	214	3	0	14	225	0	468		0	0	0	0

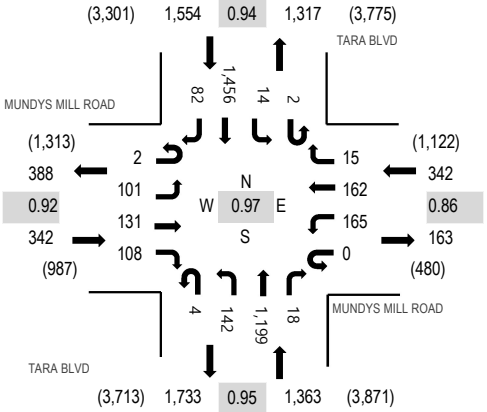
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	16	0	0	2	17	0	35
Lights	0	4	0	8	0	32	4	19	7	13	1,238	13	0	25	1,548	9	2,920
Mediums	0	0	0	0	0	0	0	0	0	0	33	0	0	1	37	0	71
Total	0	4	0	8	0	32	4	19	7	13	1,287	13	0	28	1,602	9	3,026

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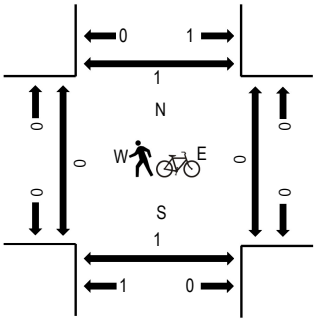
Location: #7 TARA BLVD & MUNDYS MILL ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				TARA BLVD Northbound				TARA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	17	25	27	0	43	38	4	1	22	329	6	0	6	395	12	927	3,601	0	0	0	0
4:15 PM	0	25	44	24	0	38	36	2	3	35	310	4	1	5	377	16	920	3,453	0	0	1	0
4:30 PM	0	36	30	30	0	34	47	5	0	38	308	5	0	1	368	21	923	3,273	0	0	0	0
4:45 PM	0	23	32	27	0	50	41	4	0	47	252	3	1	2	316	33	831	3,123	0	0	0	1
5:00 PM	0	29	30	22	0	36	43	3	0	27	299	5	0	6	251	28	779	2,990	0	0	0	0
5:15 PM	0	24	33	21	0	40	48	5	0	35	276	6	1	3	229	19	740	2,910	0	0	0	0
5:30 PM	0	26	32	36	0	50	70	3	0	25	318	3	0	3	170	37	773	2,848	0	0	0	0
5:45 PM	0	24	34	24	0	40	52	7	0	31	295	5	0	6	154	26	698	2,760	0	0	0	0
6:00 PM	0	24	28	26	0	31	61	4	0	29	312	3	1	4	149	27	699	2,690	0	1	0	0
6:15 PM	0	25	37	28	0	35	59	10	1	27	266	2	0	4	156	28	678		1	0	0	0
6:30 PM	0	16	30	23	0	20	73	2	0	31	275	7	1	5	165	37	685		0	0	0	0
6:45 PM	0	16	21	36	0	37	49	2	1	30	193	6	1	4	199	33	628		0	0	0	0

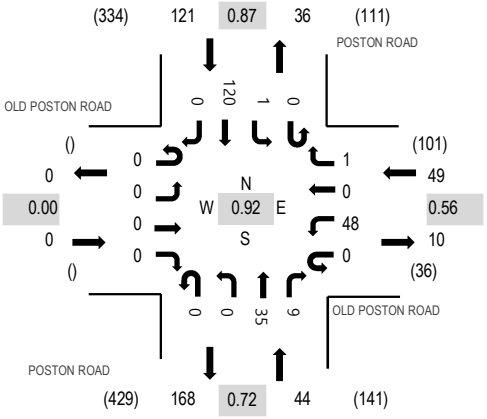
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	1	0	1	0	2	14	0	0	1	16	0	37
Lights	2	98	131	105	0	164	160	14	4	137	1,158	18	2	12	1,413	82	3,500
Mediums	0	3	0	1	0	0	2	0	0	3	27	0	0	1	27	0	64
Total	2	101	131	108	0	165	162	15	4	142	1,199	18	2	14	1,456	82	3,601

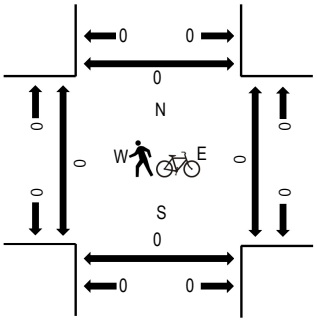
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Location: #8 POSTON ROAD & OLD POSTON ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				POSTON ROAD Northbound				POSTON ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	5	0	0	0	0	13	6	0	0	17	0	41	161	0	0	0	0
4:15 PM	0	0	0	0	0	4	0	1	0	0	14	2	0	0	18	0	39	173	0	0	0	0
4:30 PM	0	0	0	0	0	11	0	0	0	0	10	1	0	0	25	0	47	180	0	0	0	0
4:45 PM	0	0	0	0	0	4	0	0	0	0	6	3	0	0	21	0	34	191	0	0	0	0
5:00 PM	0	0	0	0	0	5	0	1	0	0	7	5	0	0	35	0	53	201	0	0	0	0
5:15 PM	0	0	0	0	0	6	0	0	0	0	4	3	0	0	33	0	46	204	0	0	0	0
5:30 PM	0	0	0	0	0	22	0	0	0	0	4	5	0	0	27	0	58	214	0	0	0	0
5:45 PM	0	0	0	0	0	11	0	0	0	0	9	1	0	0	23	0	44	207	0	0	0	0
6:00 PM	0	0	0	0	0	5	0	0	0	0	10	2	0	0	39	0	56	214	0	0	0	0
6:15 PM	0	0	0	0	0	10	0	1	0	0	12	1	0	1	31	0	56		0	0	0	0
6:30 PM	0	0	0	0	0	7	0	1	0	0	7	1	0	0	35	0	51		0	1	0	0
6:45 PM	0	0	0	0	0	6	0	1	0	0	10	5	0	0	29	0	51		0	0	0	0

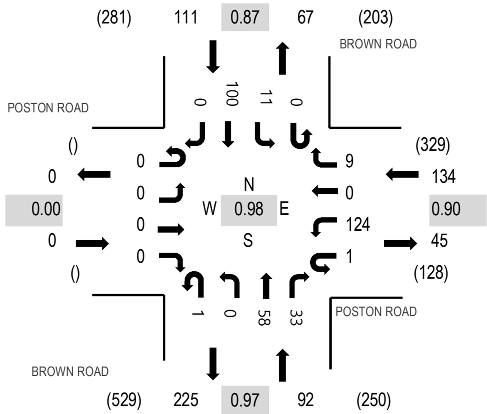
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	48	0	1	0	0	35	9	0	1	120	0	214
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	48	0	1	0	0	35	9	0	1	120	0	214

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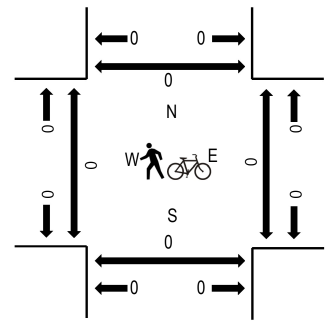
Location: #9 BROWN ROAD & POSTON ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:45 PM - 06:45 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	POSTON ROAD Eastbound U-Turn	Left	Thru	Right	POSTON ROAD Westbound U-Turn	Left	Thru	Right	BROWN ROAD Northbound U-Turn	Left	Thru	Right	BROWN ROAD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM	0	0	0	0	0	9	0	1	0	0	9	6	0	7	15	0	47	216	0	0	0	0
4:15 PM	0	0	0	0	0	13	0	4	0	0	9	9	0	1	16	0	52	245	0	3	0	0
4:30 PM	0	0	0	0	0	18	0	6	0	0	13	10	0	4	17	0	68	278	0	0	0	0
4:45 PM	0	0	0	0	0	12	0	3	0	0	7	8	0	1	18	0	49	285	0	0	0	0
5:00 PM	0	0	0	0	0	33	0	6	0	0	13	7	0	2	15	0	76	322	0	0	0	0
5:15 PM	0	0	0	0	0	27	0	3	0	0	21	4	0	2	28	0	85	330	0	0	0	0
5:30 PM	0	0	0	0	0	29	0	6	0	0	14	5	0	5	16	0	75	327	0	0	0	0
5:45 PM	0	0	0	0	0	34	0	2	0	0	13	9	0	1	27	0	86	337	0	0	0	0
6:00 PM	0	0	0	0	0	32	0	3	0	0	15	8	0	3	23	0	84	322	0	0	0	0
6:15 PM	0	0	0	0	0	27	0	0	0	0	15	8	0	4	28	0	82		0	0	0	0
6:30 PM	0	0	0	0	1	31	0	4	1	0	15	8	0	3	22	0	85		0	0	0	0
6:45 PM	0	0	0	0	0	20	0	5	0	0	16	7	0	5	18	0	71		0	1	0	0

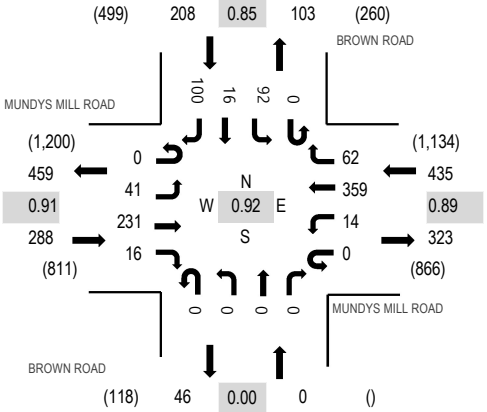
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	1	124	0	9	1	0	58	33	0	11	100	0	337
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	124	0	9	1	0	58	33	0	11	100	0	337

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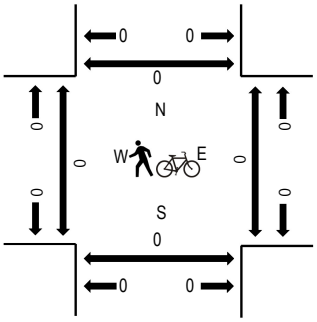
Location: #10 BROWN ROAD & MUNDYS MILL ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				BROWN ROAD Northbound				BROWN ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	42	1	0	4	52	7	0	0	0	0	0	10	4	12	137	693	0	0	0	0
4:15 PM	0	13	74	2	0	1	54	6	0	0	0	0	0	9	3	13	175	746	0	0	0	0
4:30 PM	0	11	56	2	0	3	80	13	0	0	0	0	0	11	2	19	197	773	0	0	0	0
4:45 PM	0	7	55	4	0	10	72	9	0	0	0	0	0	10	3	14	184	802	0	0	0	0
5:00 PM	0	7	54	1	0	4	64	13	0	0	0	0	0	15	2	30	190	870	0	0	0	0
5:15 PM	0	7	51	4	0	1	69	15	0	0	0	0	0	19	3	33	202	897	0	0	0	0
5:30 PM	0	5	61	4	0	2	91	20	0	0	0	0	0	16	5	22	226	931	0	0	0	0
5:45 PM	0	12	60	7	0	4	95	13	0	0	0	0	0	28	3	30	252	931	0	0	0	0
6:00 PM	0	9	51	1	0	4	87	17	0	0	0	0	0	19	4	25	217	881	0	0	0	0
6:15 PM	0	15	59	4	0	4	86	12	0	0	0	0	0	29	4	23	236		0	0	0	0
6:30 PM	0	11	49	3	0	5	114	7	0	0	0	0	0	15	1	21	226		0	0	0	0
6:45 PM	0	11	50	3	0	3	78	15	0	0	0	0	0	23	3	16	202		0	0	0	0

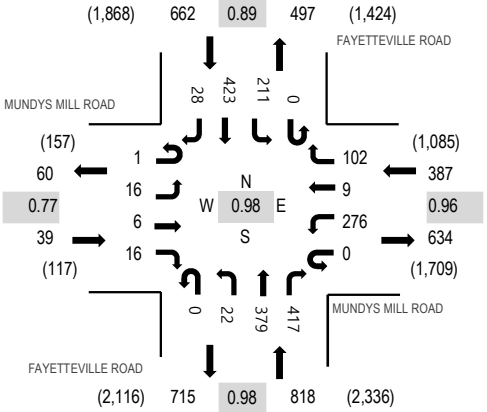
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	41	230	16	0	14	354	61	0	0	0	0	0	92	16	100	924
Mediums	0	0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	7
Total	0	41	231	16	0	14	359	62	0	0	0	0	0	92	16	100	931

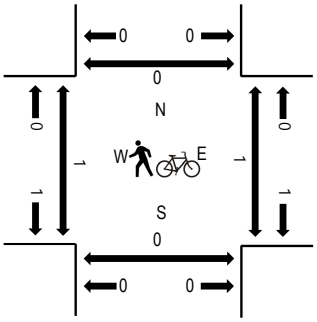
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Location: #11 FAYETTEVILLE ROAD & MUNDYS MILL ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MUNDYS MILL ROAD Eastbound				MUNDYS MILL ROAD Westbound				FAYETTEVILLE ROAD Northbound				FAYETTEVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	0	0	71	0	17	0	4	90	73	0	31	107	8	404	1,771	0	0	0	0
4:15 PM	0	6	1	4	0	66	1	15	0	3	100	99	0	33	103	5	436	1,854	0	0	0	0
4:30 PM	0	4	2	4	0	74	4	28	0	7	110	94	0	40	108	4	479	1,898	0	0	0	0
4:45 PM	0	3	4	4	0	66	2	14	0	4	103	86	0	43	115	8	452	1,900	0	0	0	0
5:00 PM	0	2	1	5	0	55	3	21	0	9	99	98	0	64	123	7	487	1,906	0	0	0	0
5:15 PM	0	5	3	2	0	76	2	28	0	5	96	101	0	51	101	10	480	1,883	0	0	0	0
5:30 PM	1	6	0	4	0	67	2	28	0	5	102	101	0	51	111	3	481	1,864	1	0	0	0
5:45 PM	0	3	2	5	0	78	2	25	0	3	82	117	0	45	88	8	458	1,792	0	0	0	0
6:00 PM	0	5	3	7	0	73	2	22	0	5	103	93	0	52	96	3	464	1,729	0	0	0	0
6:15 PM	0	5	2	1	1	60	1	22	0	4	96	106	0	38	121	4	461		0	0	0	0
6:30 PM	0	4	3	6	0	61	2	13	0	4	67	93	0	51	98	7	409		0	0	0	0
6:45 PM	0	4	0	3	0	70	2	11	0	6	82	86	0	41	83	7	395		0	1	0	0

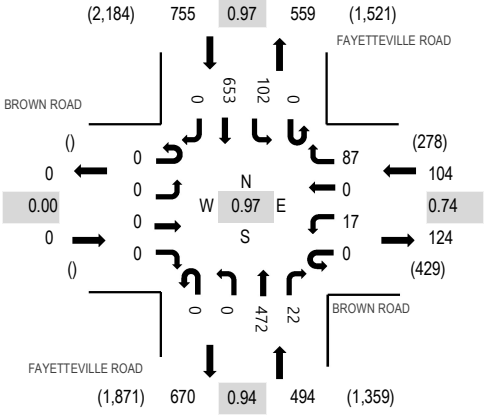
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
Lights	1	16	5	16	0	271	9	100	0	22	375	413	0	206	422	28	1,884
Mediums	0	0	1	0	0	4	0	2	0	0	2	4	0	5	1	0	19
Total	1	16	6	16	0	276	9	102	0	22	379	417	0	211	423	28	1,906

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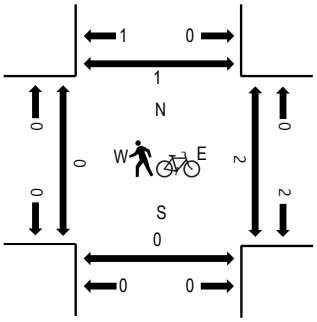
Location: #12 FAYETTEVILLE ROAD & BROWN ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	BROWN ROAD Eastbound				BROWN ROAD Westbound				FAYETTEVILLE ROAD Northbound				FAYETTEVILLE ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	6	0	9	0	0	96	8	0	21	134	0	274	1,269	0	0	0	0
4:15 PM	0	0	0	0	0	4	0	14	0	0	119	4	0	40	149	0	330	1,343	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	23	0	0	128	5	0	18	163	0	339	1,353	0	1	0	0
4:45 PM	0	0	0	0	0	2	0	12	0	0	112	8	0	27	165	0	326	1,341	0	1	0	1
5:00 PM	0	0	0	0	0	5	0	22	0	0	120	4	0	25	172	0	348	1,326	0	0	0	0
5:15 PM	0	0	0	0	0	8	0	30	0	0	112	5	0	32	153	0	340	1,307	0	0	0	0
5:30 PM	0	0	0	0	0	3	0	22	0	0	106	3	0	33	160	0	327	1,282	0	2	0	0
5:45 PM	0	0	0	0	0	5	0	17	0	0	105	8	0	31	145	0	311	1,241	0	1	0	0
6:00 PM	0	0	0	0	0	4	0	16	0	0	117	7	0	42	143	0	329	1,226	0	0	0	0
6:15 PM	0	0	0	0	0	3	0	21	0	0	110	3	0	29	149	0	315		0	1	0	0
6:30 PM	0	0	0	0	0	6	0	17	0	0	77	4	0	31	151	0	286		0	0	0	0
6:45 PM	0	0	0	0	0	2	0	25	0	0	91	7	0	34	137	0	296		0	0	0	0

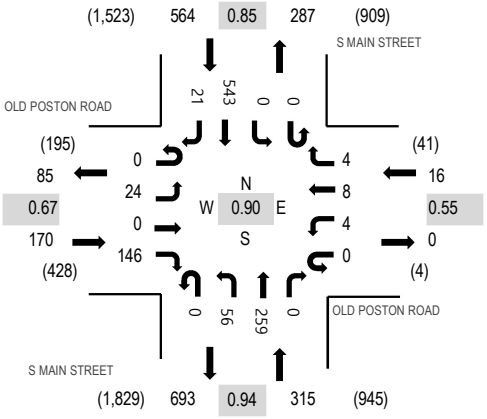
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	17	0	87	0	0	460	21	0	102	646	0	1,333
Mediums	0	0	0	0	0	0	0	0	0	0	12	1	0	0	7	0	20
Total	0	0	0	0	0	17	0	87	0	0	472	22	0	102	653	0	1,353

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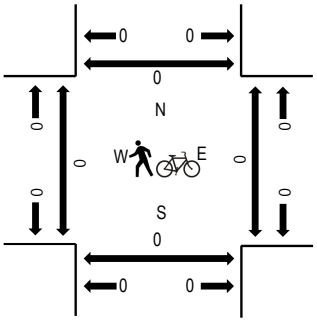
Location: #13 S MAIN STREET & OLD POSTON ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	OLD POSTON ROAD Eastbound				OLD POSTON ROAD Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	13	1	25	0	1	1	3	0	7	70	0	0	0	123	2	246	977	1	0	0	0
4:15 PM	0	3	0	19	0	4	0	0	0	9	81	0	1	0	127	6	250	1,027	0	0	0	0
4:30 PM	0	7	0	23	0	2	0	1	0	11	74	0	0	1	125	6	250	1,031	0	0	0	0
4:45 PM	0	5	0	18	0	0	4	1	0	8	77	0	0	1	114	3	231	1,062	0	0	0	1
5:00 PM	0	3	0	40	0	4	2	4	0	12	64	0	0	0	162	5	296	1,065	0	0	0	0
5:15 PM	0	3	0	22	0	0	2	0	0	20	62	0	0	0	138	7	254	979	0	0	0	0
5:30 PM	0	9	0	55	0	0	2	0	0	7	69	0	0	0	135	4	281	966	0	0	0	0
5:45 PM	0	9	0	29	0	0	2	0	0	17	64	0	0	0	108	5	234	927	0	0	0	0
6:00 PM	0	8	1	28	0	1	0	2	0	4	69	0	0	0	92	5	210	895	0	0	0	0
6:15 PM	0	4	0	29	0	0	2	0	0	7	59	0	0	0	132	8	241		0	0	0	0
6:30 PM	0	6	0	38	0	0	1	0	0	11	78	0	0	0	106	2	242		0	0	0	0
6:45 PM	0	1	0	29	0	0	2	0	0	6	59	0	0	0	100	5	202		0	0	0	0

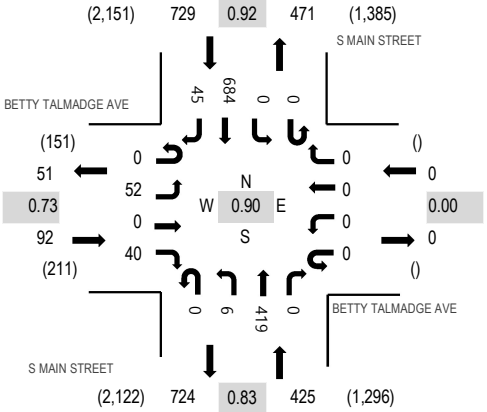
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	0	0	0	0	3	0	0	1	3	0	0	0	3	0	16
Lights	0	18	0	144	0	4	5	4	0	53	255	0	0	0	538	20	1,041
Mediums	0	0	0	2	0	0	0	0	0	2	1	0	0	0	2	1	8
Total	0	24	0	146	0	4	8	4	0	56	259	0	0	0	543	21	1,065

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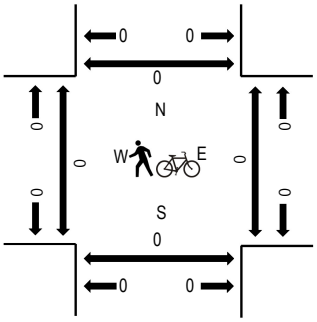
Location: #14 S MAIN STREET & BETTY TALMADGE AVE PM
Date: Thursday, March 11, 2021
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	BETTY TALMADGE AVE Eastbound				BETTY TALMADGE AVE Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	0	4	0	0	0	0	0	0	92	0	0	0	182	11	296	1,212	0	0	0	0
4:15 PM	0	4	0	2	0	0	0	0	0	1	123	0	0	0	162	12	304	1,190	0	0	0	0
4:30 PM	0	6	0	2	0	0	0	0	0	2	93	0	0	0	172	10	285	1,209	0	0	0	0
4:45 PM	0	7	0	7	0	0	0	0	0	5	129	0	0	0	169	10	327	1,237	0	0	0	0
5:00 PM	0	8	0	12	0	0	0	0	0	2	86	0	0	0	155	11	274	1,200	0	0	0	0
5:15 PM	1	8	0	10	0	0	0	0	0	3	116	0	0	0	173	12	323	1,223	0	0	0	0
5:30 PM	0	10	0	11	0	0	0	0	0	2	93	0	0	0	188	9	313	1,246	0	0	0	0
5:45 PM	0	9	0	9	0	0	0	0	0	3	109	0	0	0	148	12	290	1,233	0	0	0	0
6:00 PM	0	14	0	7	0	0	0	0	0	1	102	0	0	0	161	12	297	1,246	0	0	0	0
6:15 PM	0	19	0	13	0	0	0	0	0	0	115	0	0	0	187	12	346		0	0	0	0
6:30 PM	0	8	0	11	0	0	0	0	0	0	105	0	0	0	168	8	300		0	0	0	0
6:45 PM	0	9	0	13	0	0	0	0	0	1	113	0	0	0	156	11	303		0	0	0	0

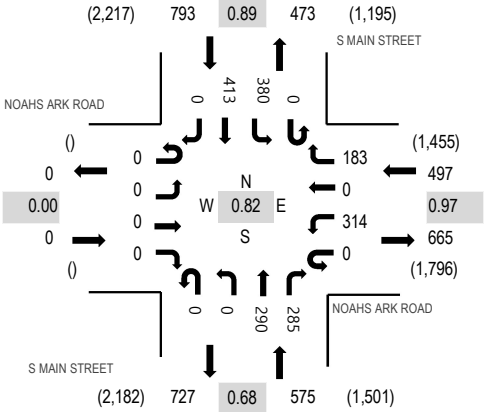
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	8
Lights	0	52	0	40	0	0	0	0	0	6	413	0	0	0	676	44	1,231
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	7
Total	0	52	0	40	0	0	0	0	0	6	419	0	0	0	684	45	1,246

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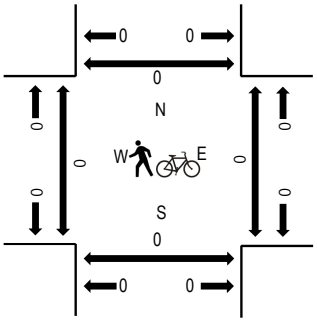
Location: #15 S MAIN STREET & NOAHS ARK ROAD PM
Date: Thursday, March 11, 2021
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NOAHS ARK ROAD Eastbound				NOAHS ARK ROAD Westbound				S MAIN STREET Northbound				S MAIN STREET Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	90	0	36	0	0	51	52	0	69	102	0	400	1,630	0	0	0	0
4:15 PM	0	0	0	0	0	84	0	46	0	0	64	58	0	63	94	0	409	1,638	0	0	0	0
4:30 PM	0	0	0	0	0	87	0	44	0	0	41	61	0	84	96	0	413	1,677	0	0	0	0
4:45 PM	0	0	0	0	0	85	0	38	0	0	54	82	0	54	95	0	408	1,834	0	0	0	0
5:00 PM	0	0	0	0	0	76	0	36	0	0	43	50	0	112	91	0	408	1,850	0	0	0	0
5:15 PM	0	0	0	0	0	83	0	46	0	0	49	81	0	86	103	0	448	1,865	0	0	0	0
5:30 PM	0	0	0	0	0	84	0	49	0	0	147	66	0	104	120	0	570	1,852	0	0	0	0
5:45 PM	0	0	0	0	0	75	0	55	0	0	49	67	0	90	88	0	424	1,708	0	0	0	0
6:00 PM	0	0	0	0	0	72	0	33	0	0	45	71	0	100	102	0	423	1,693	0	0	0	0
6:15 PM	0	0	0	0	0	79	0	36	0	0	53	79	0	64	124	0	435		0	0	0	0
6:30 PM	0	0	0	0	0	73	0	48	0	0	48	65	0	89	103	0	426		0	0	0	0
6:45 PM	0	0	0	0	0	62	0	38	0	0	46	79	0	70	114	0	409		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	0	0	0	0	311	0	180	0	0	287	283	0	375	410	0	1,846
Mediums	0	0	0	0	0	3	0	3	0	0	1	2	0	5	2	0	16
Total	0	0	0	0	0	314	0	183	0	0	290	285	0	380	413	0	1,865

APPENDIX D

ATR DATA



All Traffic Data Services

www.alltrafficdata.net

Site Code: 1
Station ID: 1
FAYETTEVILLE ROAD SOUTH OF BROWN ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/21	0	13	1	0	0	0	0	0	0	0	0	0	0	14
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	16	1	0	1	0	0	0	0	0	0	0	0	18
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	42	2	0	1	0	0	0	0	0	0	0	0	45
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	37	0	0	0	0	0	0	0	0	0	0	0	37
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	0	26	2	0	0	0	0	0	0	0	0	0	0	28
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
	0	43	1	0	0	0	0	0	0	0	0	0	0	44
04:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
04:15	1	18	1	0	0	0	0	0	0	0	0	0	0	20
04:30	0	26	0	0	0	0	0	0	0	0	0	0	0	26
04:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28
	1	86	2	0	0	0	0	0	0	0	0	0	0	89
05:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
05:15	0	35	3	0	0	0	0	0	0	0	0	0	0	38
05:30	0	42	8	0	0	1	0	0	0	0	0	0	0	51
05:45	2	49	2	0	0	0	0	0	0	0	0	0	0	53
	2	162	15	0	0	1	0	0	0	0	0	0	0	180
06:00	0	67	5	0	1	0	0	0	0	0	0	0	0	73
06:15	0	61	3	0	0	0	0	0	0	0	0	0	0	64
06:30	0	88	6	0	0	1	0	1	0	0	0	0	0	96
06:45	0	84	1	0	0	0	0	0	0	0	0	0	0	85
	0	300	15	0	1	1	0	1	0	0	0	0	0	318
07:00	0	86	9	0	1	0	0	0	0	0	0	0	0	96
07:15	0	83	8	0	2	0	1	0	1	0	0	0	0	95
07:30	0	130	5	0	0	0	0	1	0	0	0	0	0	136
07:45	2	108	3	0	0	1	0	0	0	0	0	0	0	114
	2	407	25	0	3	1	1	1	1	0	0	0	0	441
08:00	0	92	3	0	0	3	0	0	0	0	0	0	0	98
08:15	0	112	4	0	1	1	0	1	1	0	0	0	0	120
08:30	0	91	3	0	0	4	0	0	0	0	0	0	0	98
08:45	1	128	13	0	1	1	2	0	0	0	0	0	0	146
	1	423	23	0	2	9	2	1	1	0	0	0	0	462
09:00	0	72	4	0	2	3	0	1	0	0	0	0	0	82
09:15	0	94	6	0	2	3	1	0	0	0	0	0	0	106
09:30	0	83	3	0	1	6	0	0	0	0	1	0	0	94
09:45	1	83	3	0	0	2	1	0	0	0	0	0	0	90
	1	332	16	0	5	14	2	1	0	0	1	0	0	372
10:00	0	80	4	0	0	4	2	0	0	0	0	0	0	90
10:15	0	99	4	0	1	2	0	1	0	0	0	0	1	108
10:30	2	61	4	0	0	2	0	0	0	0	0	0	0	69
10:45	0	90	7	1	0	1	0	1	1	0	0	0	0	101
	2	330	19	1	1	9	2	2	1	0	0	0	1	368
11:00	0	108	4	0	2	2	0	0	0	0	0	0	0	116
11:15	0	78	2	0	1	3	0	0	0	0	0	0	1	85
11:30	1	79	4	0	2	4	2	0	0	1	0	0	0	93
11:45	0	92	9	0	1	1	0	0	0	0	0	0	1	104
	1	357	19	0	6	10	2	0	0	1	0	0	2	398
Total	10	2545	139	1	19	45	9	6	3	1	1	0	3	2782
Percent	0.4%	91.5%	5.0%	0.0%	0.7%	1.6%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	

All Traffic Data Services

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Site Code: 1
Station ID: 1
FAYETTEVILLE ROAD SOUTH OF BROWN ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	79	3	0	1	0	0	0	1	0	0	0	0	84
12:15	2	106	5	0	1	1	0	2	0	0	0	0	0	117
12:30	0	86	2	0	1	1	0	0	0	0	0	0	0	90
12:45	0	93	7	1	0	4	0	0	0	0	0	0	0	105
	2	364	17	1	3	6	0	2	1	0	0	0	0	396
13:00	0	88	6	0	1	0	1	0	1	0	0	0	0	97
13:15	0	78	2	1	1	3	1	0	0	0	0	0	0	86
13:30	0	108	3	0	0	2	0	0	2	0	0	0	0	115
13:45	0	86	2	0	1	0	1	0	0	0	0	0	0	90
	0	360	13	1	3	5	3	0	3	0	0	0	0	388
14:00	0	98	1	0	2	3	2	0	1	0	0	0	0	107
14:15	1	87	5	0	0	3	1	0	0	1	0	0	0	98
14:30	0	72	4	0	1	4	0	0	1	0	0	0	0	82
14:45	0	86	4	0	2	5	0	1	0	0	0	0	0	98
	1	343	14	0	5	15	3	1	2	1	0	0	0	385
15:00	0	103	4	0	0	5	2	0	0	0	0	0	0	114
15:15	0	114	6	0	2	0	2	0	0	0	0	0	0	124
15:30	0	108	5	1	1	3	0	0	2	0	0	0	0	120
15:45	0	74	7	0	1	1	0	1	1	0	0	0	0	85
	0	399	22	1	4	9	4	1	3	0	0	0	0	443
16:00	0	84	3	0	1	3	1	0	0	0	0	0	0	92
16:15	1	107	6	0	0	1	1	0	0	0	0	0	0	116
16:30	0	122	7	0	0	1	0	0	0	0	0	0	0	130
16:45	0	113	6	0	1	1	0	0	1	0	0	0	0	122
	1	426	22	0	2	6	2	0	1	0	0	0	0	460
17:00	0	97	8	0	0	0	0	0	0	0	0	0	0	105
17:15	0	112	4	0	1	1	1	0	0	0	0	0	0	119
17:30	0	92	5	0	0	0	0	0	0	0	0	0	0	97
17:45	1	108	3	0	0	0	0	0	0	0	0	0	0	112
	1	409	20	0	1	1	1	0	0	0	0	0	0	433
18:00	0	110	5	0	3	0	0	0	0	0	0	0	0	118
18:15	0	105	4	0	1	0	0	0	0	0	0	0	0	110
18:30	0	75	2	0	0	1	0	0	0	0	0	0	0	78
18:45	0	91	3	0	1	0	0	1	1	0	0	0	0	97
	0	381	14	0	5	1	0	1	1	0	0	0	0	403
19:00	0	80	5	0	0	0	0	0	0	1	0	0	0	86
19:15	0	96	3	0	1	0	0	0	0	0	0	0	0	100
19:30	0	77	6	0	0	0	0	0	0	0	0	0	0	83
19:45	0	95	2	0	1	0	0	0	0	0	0	0	0	98
	0	348	16	0	2	0	0	0	0	1	0	0	0	367
20:00	0	55	1	0	0	0	0	1	0	0	0	0	0	57
20:15	0	58	1	0	0	1	0	0	0	0	0	0	0	60
20:30	0	77	2	0	0	1	0	0	0	0	0	0	0	80
20:45	0	65	2	0	0	1	0	0	0	0	0	0	0	68
	0	255	6	0	0	3	0	1	0	0	0	0	0	265
21:00	0	42	1	0	0	0	0	0	0	0	0	0	0	43
21:15	0	49	1	0	0	0	0	0	0	0	0	0	0	50
21:30	0	49	2	0	0	0	0	0	0	0	0	0	0	51
21:45	0	39	2	0	0	1	0	0	0	1	0	0	0	43
	0	179	6	0	0	1	0	0	0	1	0	0	0	187
22:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
22:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
22:30	0	35	2	0	0	0	0	0	0	0	0	0	0	37
22:45	0	23	0	0	1	0	0	0	0	0	0	0	0	24
	0	112	5	0	1	0	0	0	0	0	0	0	0	118
23:00	0	13	0	0	0	1	0	0	0	1	0	0	0	15
23:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25
23:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21
23:45	0	13	1	0	0	1	0	0	0	0	0	0	0	15
	0	72	1	0	0	2	0	0	0	1	0	0	0	76
Total	5	3648	156	3	26	49	13	6	11	4	0	0	0	3921
Percent	0.1%	93.0%	4.0%	0.1%	0.7%	1.2%	0.3%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	
Grand Total	15	6193	295	4	45	94	22	12	14	5	1	0	3	6703
Percent	0.2%	92.4%	4.4%	0.1%	0.7%	1.4%	0.3%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

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FAYETTEVILLE ROAD SOUTH OF BROWN ROAD

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/21	0	26	2	0	0	0	0	0	1	0	0	0	0	29
00:15	0	30	1	0	0	0	0	0	0	0	0	0	0	31
00:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21
00:45	0	16	0	0	0	0	0	0	1	0	0	0	0	17
	0	93	3	0	0	0	0	0	2	0	0	0	0	98
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:15	0	12	0	0	1	1	0	0	0	0	0	0	0	14
01:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	0	46	2	0	1	1	0	0	0	0	0	0	0	50
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:15	1	10	0	0	0	1	0	0	0	0	0	0	0	12
02:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
02:45	0	8	0	0	0	0	0	0	1	0	0	0	0	9
	1	44	1	0	0	1	0	0	1	0	0	0	0	48
03:00	0	10	1	0	0	1	0	0	0	0	0	0	0	12
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
03:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	0	37	1	0	0	1	0	0	0	0	0	0	0	39
04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:45	1	13	0	0	0	1	0	0	0	0	0	0	0	15
	1	39	0	0	0	1	0	0	0	0	0	0	0	41
05:00	0	20	1	0	0	1	0	0	0	0	0	0	0	22
05:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20
05:30	0	27	0	0	1	0	0	0	0	0	0	0	0	28
05:45	0	27	0	0	0	0	0	0	0	0	0	0	0	27
	0	94	1	0	1	1	0	0	0	0	0	0	0	97
06:00	0	17	1	0	0	2	0	0	0	0	0	0	0	20
06:15	2	29	1	0	1	0	0	0	0	0	0	0	0	33
06:30	0	47	2	0	0	2	0	0	2	0	0	0	0	53
06:45	0	50	3	0	0	1	0	0	0	0	0	0	0	54
	2	143	7	0	1	5	0	0	2	0	0	0	0	160
07:00	0	73	1	0	0	1	0	0	0	0	0	0	0	75
07:15	0	92	3	0	1	1	0	0	0	0	0	0	0	97
07:30	0	69	2	0	0	0	0	0	0	0	0	0	0	71
07:45	0	85	1	0	0	0	0	2	0	0	0	0	0	88
	0	319	7	0	1	2	0	2	0	0	0	0	0	331
08:00	2	85	1	0	0	0	0	0	0	0	0	0	0	88
08:15	0	84	5	0	1	1	0	1	0	0	0	0	0	92
08:30	0	67	3	0	0	5	0	0	0	0	0	0	0	75
08:45	0	103	2	0	4	2	0	0	1	0	0	0	0	112
	2	339	11	0	5	8	0	1	1	0	0	0	0	367
09:00	0	81	3	0	0	3	0	1	0	0	0	0	0	88
09:15	1	66	4	0	1	4	0	0	0	0	0	0	0	76
09:30	0	74	6	0	2	4	0	0	0	0	0	0	0	86
09:45	0	95	5	0	1	3	0	1	0	0	0	0	0	105
	1	316	18	0	4	14	0	2	0	0	0	0	0	355
10:00	0	69	1	0	1	5	0	1	0	0	0	0	0	77
10:15	1	83	5	0	0	2	0	0	1	0	0	0	0	92
10:30	0	83	5	0	0	5	0	2	1	0	0	0	0	96
10:45	0	68	4	0	0	3	0	0	0	0	0	0	0	75
	1	303	15	0	1	15	0	3	2	0	0	0	0	340
11:00	0	80	5	0	1	2	0	0	3	0	0	0	0	91
11:15	1	71	2	0	2	8	0	0	2	0	0	0	0	86
11:30	0	88	5	0	0	1	0	0	1	0	0	0	0	95
11:45	0	87	3	0	0	3	0	0	0	0	0	0	0	93
	1	326	15	0	3	14	0	0	6	0	0	0	0	365
Total	9	2099	81	0	17	63	0	8	14	0	0	0	0	2291
Percent	0.4%	91.6%	3.5%	0.0%	0.7%	2.7%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	95	5	0	2	0	0	0	1	0	0	0	0	103
12:15	0	85	2	0	0	1	0	0	0	0	0	0	0	88
12:30	1	102	3	0	0	1	0	0	0	0	0	0	0	107
12:45	0	76	4	0	0	3	0	0	0	0	0	0	0	83
	1	358	14	0	2	5	0	0	1	0	0	0	0	381
13:00	0	105	2	0	0	3	0	1	1	0	0	0	0	112
13:15	0	120	5	0	0	4	0	0	0	0	0	0	0	129
13:30	0	107	5	0	3	4	0	0	1	0	0	0	0	120
13:45	0	97	2	0	1	4	0	0	1	0	0	0	0	105
	0	429	14	0	4	15	0	1	3	0	0	0	0	466
14:00	1	102	5	0	1	2	0	0	2	0	0	0	0	113
14:15	0	105	5	0	0	5	0	0	0	0	0	0	0	115
14:30	0	92	4	0	1	2	0	0	0	0	0	0	0	99
14:45	0	115	4	0	1	2	0	0	0	0	0	0	0	122
	1	414	18	0	3	11	0	0	2	0	0	0	0	449
15:00	0	107	4	0	1	3	0	0	0	0	0	0	0	115
15:15	0	141	5	0	0	4	0	1	1	0	0	0	0	152
15:30	1	143	3	0	0	6	0	0	0	0	0	0	0	153
15:45	0	86	3	0	0	3	0	0	0	0	0	0	0	92
	1	477	15	0	1	16	0	1	1	0	0	0	0	512
16:00	2	128	2	0	4	1	0	0	0	0	0	0	0	137
16:15	0	137	8	0	1	3	0	0	1	0	0	0	0	150
16:30	0	158	3	0	0	1	0	0	0	0	0	0	0	162
16:45	0	157	4	0	1	0	0	0	0	0	0	0	0	162
	2	580	17	0	6	5	0	0	1	0	0	0	0	611
17:00	0	157	4	0	0	0	0	0	0	0	0	0	0	161
17:15	0	146	8	0	1	0	0	1	0	0	0	0	0	156
17:30	0	135	6	0	1	2	0	0	0	0	0	0	0	144
17:45	1	140	3	0	2	0	0	1	0	0	0	0	0	147
	1	578	21	0	4	2	0	2	0	0	0	0	0	608
18:00	0	144	4	0	1	0	0	0	0	0	0	0	0	149
18:15	0	129	1	0	0	0	0	0	0	0	0	0	1	131
18:30	0	147	2	0	2	0	0	0	0	0	0	0	0	151
18:45	0	141	2	0	0	0	0	0	0	0	0	0	0	143
	0	561	9	0	3	0	0	0	0	0	0	0	1	574
19:00	1	111	2	0	0	0	0	0	1	0	0	0	0	115
19:15	1	129	3	0	0	0	0	0	0	0	0	0	0	133
19:30	0	108	3	0	1	1	0	0	0	0	0	0	0	113
19:45	0	100	2	0	1	0	0	0	0	0	0	0	0	103
	2	448	10	0	2	1	0	0	1	0	0	0	0	464
20:00	0	101	1	0	0	0	0	0	0	0	0	0	0	102
20:15	2	96	2	0	0	0	0	1	0	0	0	0	0	101
20:30	0	82	3	0	1	0	0	0	0	0	0	0	0	86
20:45	0	75	1	0	0	0	0	0	0	0	0	0	0	76
	2	354	7	0	1	0	0	1	0	0	0	0	0	365
21:00	0	74	2	0	1	1	0	0	0	0	0	0	0	78
21:15	0	57	2	0	0	0	0	0	1	0	0	0	0	60
21:30	0	46	0	0	0	0	0	0	0	0	0	0	0	46
21:45	0	55	1	0	0	0	0	0	0	0	0	0	0	56
	0	232	5	0	1	1	0	0	1	0	0	0	0	240
22:00	0	40	1	0	0	0	0	0	0	0	0	0	0	41
22:15	0	37	1	0	0	0	0	0	1	0	0	0	0	39
22:30	0	50	1	0	1	0	0	0	0	0	0	0	0	52
22:45	1	43	0	0	0	0	0	1	0	0	0	0	0	45
	1	170	3	0	1	0	0	1	1	0	0	0	0	177
23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27
23:15	0	35	1	0	0	0	0	0	0	0	0	0	0	36
23:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21
23:45	0	26	0	0	0	0	0	0	0	0	0	0	0	26
	0	109	1	0	0	0	0	0	0	0	0	0	0	110
Total	11	4710	134	0	28	56	0	6	11	0	0	0	1	4957
Percent	0.2%	95.0%	2.7%	0.0%	0.6%	1.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	20	6809	215	0	45	119	0	14	25	0	0	0	1	7248
Percent	0.3%	93.9%	3.0%	0.0%	0.6%	1.6%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 1
Station ID: 1
FAYETTEVILLE ROAD SOUTH OF BROWN ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	1 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	76 999	Total
03/11/21	2	0	1	1	9	21	7	4	0	0	0	0	0	0	45
01:00	5	0	2	0	5	11	13	0	1	0	0	0	0	0	37
02:00	6	0	3	0	3	12	4	0	0	0	0	0	0	0	28
03:00	4	1	0	0	5	15	13	4	2	0	0	0	0	0	44
04:00	3	1	0	0	11	25	35	11	2	0	0	0	0	0	88
05:00	3	2	3	4	11	60	59	29	6	1	0	0	0	0	178
06:00	14	2	5	3	27	128	117	20	1	1	0	0	0	0	318
07:00	21	3	8	14	75	237	75	4	2	0	0	0	0	0	439
08:00	54	8	24	52	99	176	39	8	0	1	0	0	0	0	461
09:00	37	6	12	82	105	109	19	1	0	0	0	0	0	0	371
10:00	49	5	28	76	116	75	17	0	0	0	0	0	0	0	366
11:00	31	4	16	54	168	110	11	3	0	0	0	0	0	0	397
12 PM	31	4	17	51	136	137	13	5	0	0	0	0	0	0	394
13:00	46	1	21	76	129	95	20	0	0	0	0	0	0	0	388
14:00	47	15	16	77	130	79	18	2	0	0	0	0	0	0	384
15:00	58	21	36	90	119	100	19	0	0	0	0	0	0	0	443
16:00	28	6	13	73	161	138	38	1	0	0	0	0	0	1	459
17:00	33	2	11	56	152	146	31	1	0	0	0	0	0	0	432
18:00	41	4	19	74	124	119	19	3	0	0	0	0	0	0	403
19:00	35	6	21	76	157	62	10	0	0	0	0	0	0	0	367
20:00	40	7	15	40	81	69	12	0	1	0	0	0	0	0	265
21:00	11	2	6	14	67	59	24	4	0	0	0	0	0	0	187
22:00	8	3	3	3	34	43	20	2	2	0	0	0	0	0	118
23:00	3	2	1	2	23	30	12	3	0	0	0	0	0	0	76
Total	610	105	281	918	1947	2056	645	105	17	3	0	0	0	1	6688
Grand Total	610	105	281	918	1947	2056	645	105	17	3	0	0	0	1	6688

15th Percentile :	25 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Statistics

Mean Speed(Average) :	32 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4003
Percent in Pace :	59.9%
Number of Vehicles > 55 MPH :	4
Percent of Vehicles > 55 MPH :	0.1%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1
Station ID: 1
FAYETTEVILLE ROAD SOUTH OF BROWN ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

SB

Start Time	1 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	76 999	Total
03/11/21	3	2	0	9	37	31	12	3	1	0	0	0	0	0	98
01:00	5	2	1	6	18	9	8	1	2	0	0	0	0	0	52
02:00	6	3	1	2	16	15	2	2	0	0	0	0	0	0	47
03:00	4	0	1	2	14	10	5	3	0	0	0	0	0	0	39
04:00	2	1	4	3	10	9	6	6	0	0	0	0	0	0	41
05:00	3	1	4	2	17	35	25	8	2	0	0	0	0	0	97
06:00	8	1	8	6	46	52	28	9	1	0	0	0	0	0	159
07:00	22	1	5	9	91	156	41	7	1	0	0	0	0	0	333
08:00	34	5	10	29	119	129	39	5	1	0	0	0	0	0	371
09:00	31	5	23	59	129	99	13	0	0	0	0	0	0	0	359
10:00	26	4	15	55	117	104	21	1	1	0	0	0	0	0	344
11:00	16	13	22	40	138	120	18	0	0	0	0	0	0	0	367
12 PM	34	2	15	20	137	133	39	4	0	0	0	0	0	0	384
13:00	33	2	21	55	215	126	14	4	0	0	0	0	0	0	470
14:00	53	10	25	66	152	118	27	3	0	0	0	0	0	0	454
15:00	39	21	42	71	194	137	14	3	1	0	0	0	0	0	522
16:00	33	5	9	55	224	223	61	2	1	1	0	0	0	0	614
17:00	30	3	16	38	176	283	60	8	0	0	0	0	0	0	614
18:00	33	2	12	38	219	226	51	2	0	0	0	0	0	0	583
19:00	28	9	12	71	229	110	8	1	0	0	0	0	0	0	468
20:00	19	9	14	43	187	87	15	0	0	0	0	0	0	0	374
21:00	11	5	8	22	86	75	26	5	2	0	0	0	0	0	240
22:00	7	3	3	15	55	76	15	4	0	0	0	0	0	0	178
23:00	4	3	3	8	31	44	14	3	0	0	0	0	0	0	110
Total	484	112	274	724	2657	2407	562	84	13	1	0	0	0	0	7318
Grand Total	484	112	274	724	2657	2407	562	84	13	1	0	0	0	0	7318

15th Percentile :	26 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	42 MPH

Statistics

Mean Speed(Average) :	33 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	5064
Percent in Pace :	69.2%
Number of Vehicles > 55 MPH :	1
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/21	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:15	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	1
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	1	0	0	0	0	0	0	0	0	0	0	14
06:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
06:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
06:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	33	3	0	0	0	0	0	0	0	0	0	0	36
07:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
07:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	38	3	0	0	0	0	0	0	0	0	0	0	41
08:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
08:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
08:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
08:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	0	47	5	0	0	0	0	0	0	0	0	0	0	52
09:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
09:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
09:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9
	0	30	2	0	1	1	0	0	0	0	0	0	0	34
10:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	0	39	2	0	0	0	0	0	0	0	0	0	0	41
11:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
11:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	0	42	1	0	1	0	0	0	0	0	0	0	0	44
Total	0	278	20	0	2	1	0	0	0	0	0	0	0	301
Percent	0.0%	92.4%	6.6%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:15	1	14	3	0	0	0	0	0	0	0	0	0	0	18
12:30	0	12	1	0	1	0	0	0	0	0	0	0	0	14
12:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
	1	50	6	0	1	0	0	0	0	0	0	0	0	58
13:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
13:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
13:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
13:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
	0	46	2	0	0	0	0	0	0	0	0	0	0	48
14:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
14:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
14:30	0	10	0	0	1	0	0	0	0	0	0	0	0	11
14:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	40	1	0	1	0	0	0	0	0	0	0	0	42
15:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
15:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
15:30	1	10	2	0	0	0	0	0	0	0	0	0	0	13
15:45	0	13	2	0	0	0	0	0	1	0	0	0	0	16
	1	39	6	0	2	0	0	0	1	0	0	0	0	49
16:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
16:15	0	12	1	0	1	0	0	0	0	0	0	0	0	14
16:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
16:45	0	17	0	0	1	0	0	0	0	0	0	0	0	18
	0	52	5	0	3	0	0	0	0	0	0	0	0	60
17:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
17:15	0	21	2	0	1	0	0	0	0	0	0	0	0	24
17:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22
17:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	0	70	7	0	1	0	0	0	0	0	0	0	0	78
18:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
18:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19
18:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
18:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	0	67	3	0	0	0	0	0	0	0	0	0	0	70
19:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
19:15	0	15	0	1	0	0	0	0	0	0	0	0	0	16
19:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
19:45	1	11	1	0	0	0	0	0	0	0	0	0	0	13
	1	51	2	1	0	0	0	0	0	0	0	0	0	55
20:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
20:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
20:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	0	42	6	0	0	0	0	0	0	0	0	0	0	48
21:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	0	30	1	0	0	0	0	0	0	0	0	0	0	31
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	0	1	0	0	0	0	1	0	0	0	0	0	2
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	1	0	0	0	0	1	0	0	0	0	0	12
Total	3	512	41	1	8	0	0	1	1	0	0	0	0	567
Percent	0.5%	90.3%	7.2%	0.2%	1.4%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	3	790	61	1	10	1	0	1	1	0	0	0	0	868
Percent	0.3%	91.0%	7.0%	0.1%	1.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/21	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	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	9
02:00	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
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	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	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	11	1	0	0	0	0	0	0	0	0	0	0	12
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	2	0	0	0	0	0	0	0	0	0	0	19
07:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
07:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
07:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
07:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	0	39	3	0	0	0	0	0	0	0	0	0	0	42
08:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
08:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
08:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
08:45	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	0	32	8	0	1	0	0	0	0	0	0	0	0	41
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9
	0	22	1	0	0	1	0	0	0	0	0	0	0	24
10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
10:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:45	0	11	1	0	1	0	0	0	0	0	0	0	0	13
	0	26	3	0	1	0	0	0	0	0	0	0	0	30
11:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	0	37	6	0	0	0	0	0	0	0	0	0	0	43
Total	0	214	24	0	3	1	0	0	0	0	0	0	0	242
Percent	0.0%	88.4%	9.9%	0.0%	1.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
12:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
12:45	0	16	1	0	0	0	0	0	0	0	0	0	0	17
	0	48	1	0	1	0	0	0	0	0	0	0	0	50
13:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
13:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
13:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
13:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	0	54	5	0	1	0	0	0	0	0	0	0	0	60
14:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
14:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
14:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
14:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	40	3	0	0	0	0	0	0	0	0	0	0	43
15:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
15:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
15:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20
15:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	0	60	3	0	0	0	0	0	0	0	0	0	0	63
16:00	1	17	3	0	0	1	0	0	0	0	0	0	0	22
16:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
16:30	0	21	1	0	0	0	0	0	0	0	0	0	0	22
16:45	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	1	69	9	0	0	1	0	0	0	0	0	0	0	80
17:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
17:15	0	19	2	0	2	0	0	0	0	0	0	0	0	23
17:30	0	21	2	0	0	0	0	0	0	0	0	0	0	23
17:45	0	29	2	0	0	0	0	0	0	0	0	0	0	31
	0	92	6	0	2	0	0	0	0	0	0	0	0	100
18:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
18:15	1	32	1	0	0	0	0	0	0	0	0	0	0	34
18:30	0	19	2	0	0	0	0	0	0	0	0	0	0	21
18:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	1	100	8	0	0	0	0	0	0	0	0	0	0	109
19:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
19:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
19:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
19:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	59	6	0	0	0	0	0	0	0	0	0	0	65
20:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
20:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	53	4	0	0	0	0	0	0	0	0	0	0	57
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
21:15	0	14	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	6
21:45	0	8	1	0	1	0	0	0	0	0	0	0	0	10
	0	37	4	0	1	0	0	0	0	0	0	0	0	42
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	31	1	0	0	0	0	0	0	0	0	0	0	32
23:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	1	21	0	0	0	0	0	0	0	0	0	0	0	22
Total	3	664	50	0	5	1	0	0	0	0	0	0	0	723
Percent	0.4%	91.8%	6.9%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	3	878	74	0	8	2	0	0	0	0	0	0	0	965
Percent	0.3%	91.0%	7.7%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	1 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	76 999	Total
03/11/21	0	0	0	0	4	3	2	0	0	0	0	0	0	0	9
01:00	0	0	1	1	2	4	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
03:00	0	0	0	0	1	3	4	0	0	0	0	0	0	0	8
04:00	0	0	0	0	1	3	2	2	1	0	0	0	0	0	9
05:00	0	0	0	0	3	3	6	1	1	0	0	0	0	0	14
06:00	0	0	0	0	11	17	6	2	0	0	0	0	0	0	36
07:00	1	1	0	0	6	20	12	1	0	0	0	0	0	0	41
08:00	0	0	0	0	8	24	19	1	0	0	0	0	0	0	52
09:00	0	1	1	2	7	17	4	2	0	0	0	0	0	0	34
10:00	0	0	0	2	6	15	13	5	0	0	0	0	0	0	41
11:00	0	0	1	0	13	16	10	3	1	0	0	0	0	0	44
12 PM	6	0	0	1	14	23	13	1	0	0	0	0	0	0	58
13:00	1	0	1	3	7	27	8	1	0	0	0	0	0	0	48
14:00	0	0	1	1	13	20	6	1	0	0	0	0	0	0	42
15:00	0	0	1	5	5	22	14	2	0	0	0	0	0	0	49
16:00	0	0	1	2	13	24	17	3	0	0	0	0	0	0	60
17:00	1	0	1	3	15	39	15	4	0	0	0	0	0	0	78
18:00	1	1	0	0	15	36	12	4	1	0	0	0	0	0	70
19:00	3	1	0	2	12	16	18	2	1	0	0	0	0	0	55
20:00	0	1	0	2	9	21	11	3	0	0	0	1	0	0	48
21:00	1	0	0	0	4	21	4	1	0	0	0	0	0	0	31
22:00	0	0	0	2	9	3	1	1	0	0	0	0	0	0	16
23:00	0	0	0	1	2	3	4	2	0	0	0	0	0	0	12
Total	14	5	8	27	180	382	203	43	5	0	0	1	0	0	868
Grand Total	14	5	8	27	180	382	203	43	5	0	0	1	0	0	868

	15th Percentile :	32 MPH
	50th Percentile :	37 MPH
	85th Percentile :	43 MPH
	95th Percentile :	45 MPH
Statistics	Mean Speed(Average) :	38 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	585
	Percent in Pace :	67.4%
	Number of Vehicles > 55 MPH :	1
	Percent of Vehicles > 55 MPH :	0.1%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BROWN ROAD NORTH OF POSTON ROAD

Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

SB

Start Time	1 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	76 999	Total
03/11/21	0	0	0	3	2	2	3	0	0	0	0	0	0	0	10
01:00	0	0	1	1	3	2	2	0	0	0	0	0	0	0	9
02:00	0	1	1	1	0	0	0	1	0	0	0	0	0	0	4
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	2	3	0	0	0	0	0	0	0	6
05:00	0	0	0	1	4	6	0	1	0	0	0	0	0	0	12
06:00	0	0	0	2	5	8	3	1	0	0	0	0	0	0	19
07:00	1	1	1	7	18	8	6	0	0	0	0	0	0	0	42
08:00	1	0	0	6	14	20	0	0	0	0	0	0	0	0	41
09:00	0	0	2	3	10	8	1	0	0	0	0	0	0	0	24
10:00	0	1	1	8	6	10	4	0	0	0	0	0	0	0	30
11:00	0	0	1	4	19	15	3	0	1	0	0	0	0	0	43
12 PM	1	0	2	4	21	16	4	1	1	0	0	0	0	0	50
13:00	0	0	1	8	30	17	4	0	0	0	0	0	0	0	60
14:00	0	0	1	4	14	20	4	0	0	0	0	0	0	0	43
15:00	0	0	0	5	26	26	4	1	0	1	0	0	0	0	63
16:00	2	1	3	8	29	30	6	1	0	0	0	0	0	0	80
17:00	0	2	1	11	41	35	9	0	1	0	0	0	0	0	100
18:00	1	0	2	8	37	49	9	1	2	0	0	0	0	0	109
19:00	3	0	1	6	22	29	3	1	0	0	0	0	0	0	65
20:00	0	0	1	12	24	14	4	2	0	0	0	0	0	0	57
21:00	0	1	1	8	17	9	3	3	0	0	0	0	0	0	42
22:00	0	0	0	4	16	8	2	1	1	0	0	0	0	0	32
23:00	0	0	0	3	8	4	6	0	0	0	0	1	0	0	22
Total	9	7	20	118	368	338	83	14	6	1	0	1	0	0	965
Grand Total	9	7	20	118	368	338	83	14	6	1	0	1	0	0	965

15th Percentile :	29 MPH
50th Percentile :	34 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Statistics

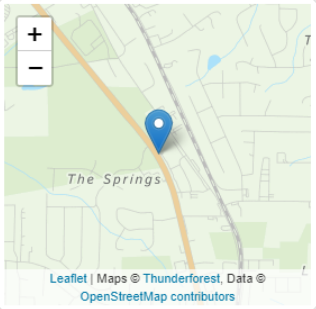
Mean Speed(Average) :	35 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	706
Percent in Pace :	73.2%
Number of Vehicles > 55 MPH :	2
Percent of Vehicles > 55 MPH :	0.2%

APPENDIX E

GDOT COUNT STATION DATA

0000063_1045 - 063-1045
Description: CRT 085600 L
County: Clayton
Route number: 00000300
LRS section: 0631000300
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.49609654, -84.34377727

Site Data

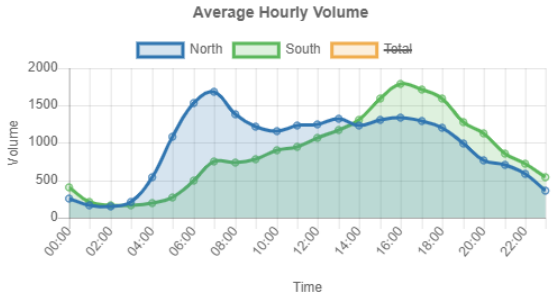


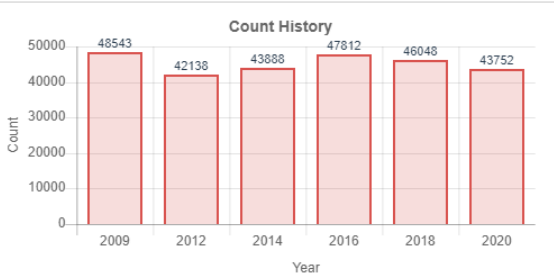
Count History

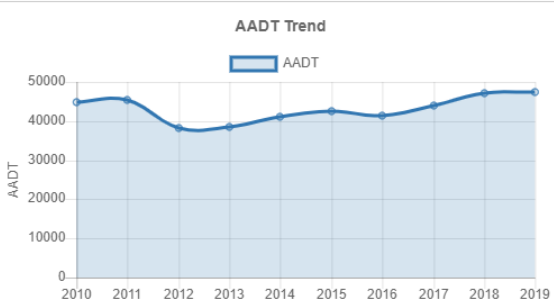
Year	Month	Count type	Duration	Count
2020	July	Class	48 hours	43752
2018	January	Class	48 hours	46048
2016	August	Class	48 hours	47812
2014	April	Class	48 hours	43888
2012	May	Class	48 hours	42138
2009	August	Volume	48 hours	48543

Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	44900	45400	38300	38400	41100	42500	41500	43900	47100	**47400**
K-Factor	-	-	-	-	0.082	0.082	0.083	-	0.071	**0.071**
D-Factor	-	-	-	-	0.600	0.600	0.600	-	0.640	**0.640**
Future AADT	-	-	-	-	-	-	48200	56200	59400	**59800**





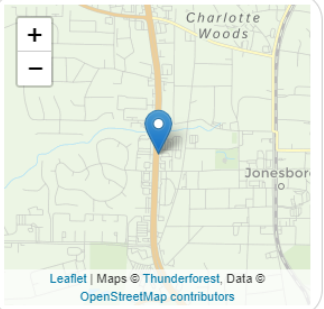


FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.24%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**74.71%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**18.92%**
4. Buses 2- or 3-axle, full length.	**0.59%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.78%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.60%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.00%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.65%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1.44%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.05%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.00%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000063_1047 - 063-1047
Description: SRT 005400 L
County: Clayton
Route number: 00000300
LRS section: 0631000300
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.5235398742836, -84.3632764790119

Site Data

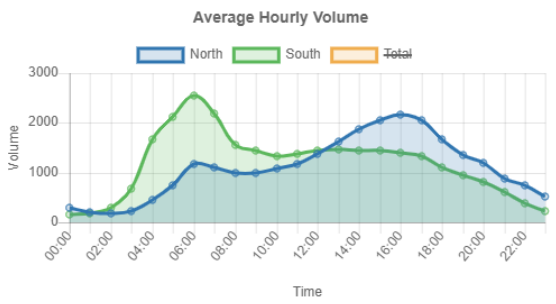


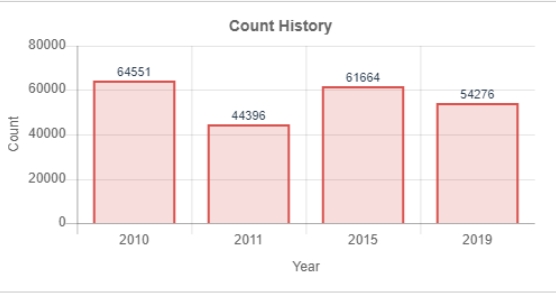
Count History

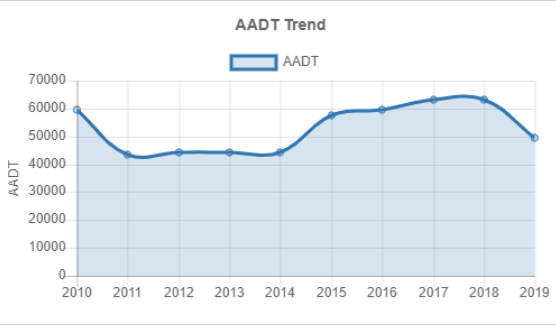
Year	Month	Count type	Duration	Count
2019	April	Class	48 hours	54276
2015	October	Class	48 hours	61664
2011	July	Volume	48 hours	44396
2010	August	Volume	48 hours	64551

Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	59600	43300	44100	44200	44200	57700	59600	63100	63000	**49300**
K-Factor	-	-	-	-	-	0.078	0.078	-	-	**0.076**
D-Factor	-	-	-	-	-	0.600	0.600	-	-	**0.690**
Future AADT	-	-	-	-	-	-	60300	79500	88300	**82500**





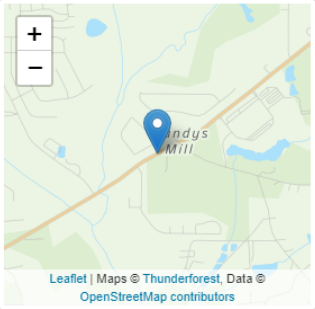


FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.32%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**78.59%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**15.05%**
4. Buses 2- or 3-axle, full length.	**0.78%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.32%**
6. Single-unit trucks 3-axle, single-unit trucks.	**1.00%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.60%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1.27%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.05%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000063_0067 - 063-0067
Description: BEG FAYETTE 113
County: Clayton
Route number: 00005400
LRS section: 0631005400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.48921919, -84.39103627

Site Data



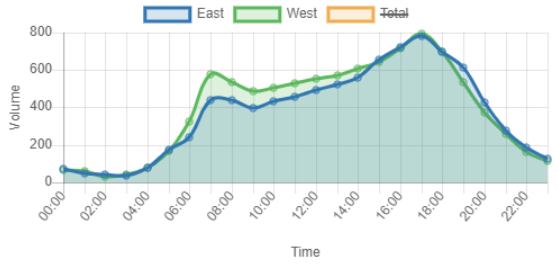
Count History

Year	Month	Count type	Duration	Count
2020	September	Class	48 hours	18354
2018	August	Class	48 hours	21264
2016	August	Class	48 hours	23611
2014	March	Volume	48 hours	22666
2012	May	Volume	48 hours	18564
2009	August	Class	48 hours	18346

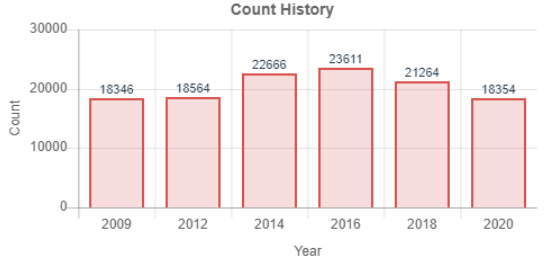
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	17300	17500	16600	16700	22900	23700	21300	22500	19300	**19400**
K-Factor	-	-	-	-	0.090	0.090	0.097	-	0.088	**0.088**
D-Factor	-	-	-	-	0.500	0.500	0.500	-	0.550	**0.550**
Future AADT	-	-	-	-	-	-	30900	33200	34400	**30900**

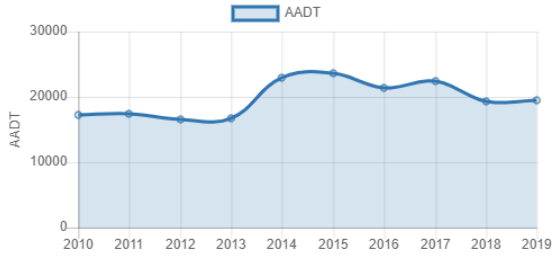
Average Hourly Volume



Count History



AADT Trend

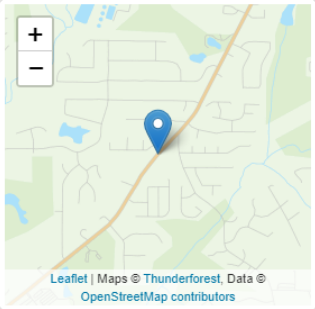


FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	0.29%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	81.21%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	15.57%
4. Buses 2- or 3-axle, full length.	0.28%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	1.45%
6. Single-unit trucks 3-axle, single-unit trucks.	0.52%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.10%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.31%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.23%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0.02%

0000063_0069 - 063-0069
Description: CRX 395200LCR1336R
County: Clayton
Route number: 00005400
LRS section: 0631005400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.5020349219786, -84.3737111078329

Site Data



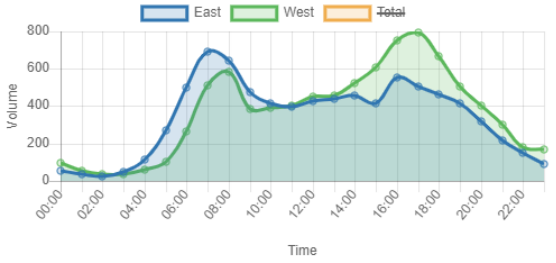
Count History

Year	Month	Count type	Duration	Count
2018	August	Class	48 hours	16876
2015	October	Class	48 hours	17282
2011	July	Class	48 hours	14617
2010	August	Class	48 hours	15009

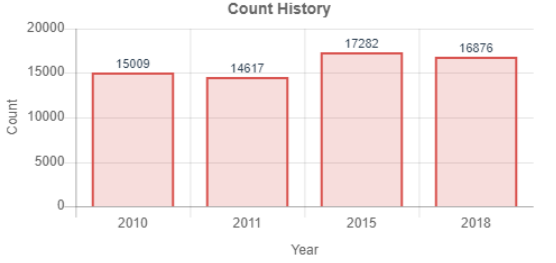
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Actual	**Estimated**
AADT	14000	14300	14500	13400	13400	15800	16300	17300	15300	**15400**
K-Factor	-	-	-	0.080	0.080	0.103	0.103	-	0.087	**0.087**
D-Factor	-	-	-	0.600	0.600	0.600	0.600	-	0.580	**0.580**
Future AADT	-	-	-	-	-	-	16900	18100	21000	**21600**

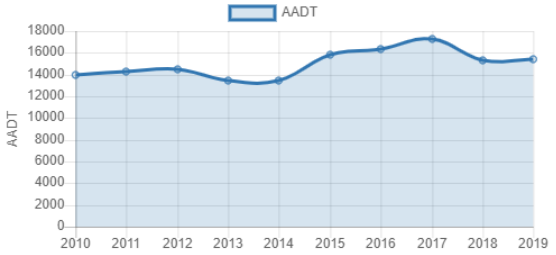
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	0.28%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	82.13%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	14.01%
4. Buses 2- or 3-axle, full length.	0.68%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	1.85%
6. Single-unit trucks 3-axle, single-unit trucks.	0.49%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.21%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.24%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0.00%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0.03%

APPENDIX F

TRIP GENERATION DATA

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Waldon Park

Open Date: 2/8/2021
Analysis Date: 2/8/2021

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
210	SFHOUSE 1			2171	2171	4342		85	255	340		287	168	455
	460	Dwelling Units												
220	LOW-RISE 1			1068	1068	2136		30	102	132		101	60	161
	288	Dwelling Units												
820	CENTERSHOPPING 1			2278	2278	4556		115	70	185		193	209	402
	66.5	1000 Sq. Ft. GLA												
Unadjusted Volume				5517	5517	11034		230	427	657		581	437	1018
Internal Capture Trips				0	0	0		6	6	12		73	73	146
Pass-By Trips				0	0	0		0	0	0		56	56	112
Volume Added to Adjacent Streets				5517	5517	11034		224	421	645		452	308	760

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 2 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 14 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition
TRIP GENERATION 10, TRAFFICWARE, LLC

APPENDIX G

CRASH DATA



TARA BLVD (SR 3) & FLINT RIVER RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5578550	Clayton Co Police Department	1/1/2016	CLAYTON	SR 3 N	FLINT RIVER RD		0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5586338	Clayton Co Police Department	1/7/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	DarkLighted	Dry	East	East	Turning Right	Turning Right		2 Following too Close	No Contributing Factors	Lanes	Lanes
5595629	Clayton Co Police Department	1/12/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	West	West	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5612118	Clayton Co Police Department	1/27/2016	CLAYTON	SR 3 N	FAYETTVILLE RD		0	0 Rear End	DarkNot Lighted	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5612440	Clayton Co Police Department	1/27/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Negotiating A Curve	Stopped		2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
5620055	Clayton Co Police Department	2/2/2016	CLAYTON	FAYETTVILLE RD	SR 3		0	0 Rear End	DarkNot Lighted	Dry	West	West	Negotiating A Curve	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5625115	Clayton Co Police Department	2/5/2016	CLAYTON	TARA BLVD	FLINT RIVER RD		2	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5626040	Clayton Co Police Department	2/6/2016	CLAYTON	SR 3 N	FLINT RIVER RD		1	0 Rear End	Daylight	Dry	N/A	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5628790	Clayton Co Police Department	2/8/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Turning Right	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5641948	Clayton Co Police Department	2/19/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	DarkLighted	Dry	West	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5642620	Clayton Co Police Department	2/19/2016	CLAYTON	SR 3	FLINT RIVER RD		2	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5644882	Clayton Co Police Department	2/22/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Sideswipe-Same Direction	Daylight	Wet	N/A	East	N/A	Stopped		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5649483	Clayton Co Police Department	2/25/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5652660	Clayton Co Police Department	2/27/2016	CLAYTON	SR 3 S	FAYETTEVILLE RD		1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5658277	Clayton Co Police Department	3/2/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Angle	Daylight	Dry	East	West	Making U-turn	Straight		2 Improper Turn	No Contributing Factors	Lanes	Lanes
5658958	Clayton Co Police Department	3/2/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Turning Right		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5667935	Clayton Co Police Department	3/9/2016	CLAYTON	FLINT RIVER RD	SR 3		1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5678538	Clayton Co Police Department	3/17/2016	CLAYTON	FAYETTEVILLE RD	SR 3		0	0 Rear End	Daylight	Dry	N/A	West	N/A	Turning Left		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5679904	Clayton Co Police Department	3/18/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Turning Right	Turning Right		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5680011	Clayton Co Police Department	3/18/2016	CLAYTON	SR 54 W	SR 3		0	0 Rear End	Daylight	Dry	West	West	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
5685828	Clayton Co Police Department	3/23/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Dry	South	East	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5689345	Clayton Co Police Department	3/25/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Dry	N/A	South	Entering/Leaving Driveway	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5689377	Clayton Co Police Department	3/25/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Dry	N/A	South	Straight	Straight		3 Disregard Stop Sign/Signal,Mechanical Or Vehicle Failure	No Contributing Factors	Traffic Signal	Lanes
5690792	Clayton Co Police Department	3/27/2016	CLAYTON	SR 3 S	FLINT RIVER RD		2	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5693613	Clayton Co Police Department	3/29/2016	CLAYTON	FLINT RIVER RD	SR 3		1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5693621	Clayton Co Police Department	3/29/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5695684	Clayton Co Police Department	3/29/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	N/A	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5712539	Clayton Co Police Department	4/2/2016	CLAYTON	SR 3 S	FAYETTEVILLE RD		0	0 Sideswipe-Same Direction	DarkLighted	Wet	South	South	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
5714819	Clayton Co Police Department	4/15/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5715868	Clayton Co Police Department	4/16/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Straight		2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
5718022	Clayton Co Police Department	4/18/2016	CLAYTON	SR 3	FLINT RIVER RD		3	0 Rear End	Daylight	Dry	North	North	Straight	Turning Left		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5723135	Clayton Co Police Department	4/21/2016	CLAYTON	SR 3 N	FLINT RIVER RD		1	0 Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Other	No Contributing Factors	Lanes	Lanes
5726705	Clayton Co Police Department	4/23/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Not A Collision with Motor Vehicle	DarkLighted	Wet	South	N/A	Straight	N/A		1 No Contributing Factors	N/A	Traffic Signal	N/A
5727951	Clayton Co Police Department	4/24/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
5729897	Clayton Co Police Department	4/24/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	N/A	N/A	Turning Right	N/A		1 Driver Lost Control,Other	N/A	Traffic Signal	N/A
5737058	Clayton Co Police Department	4/30/2016	CLAYTON	SR 3 S	FLINT RIVER RD		1	0 Rear End	DarkNot Lighted	Wet	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5739064	Clayton Co Police Department	5/2/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	N/A	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5748192	Clayton Co Police Department	5/9/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5754380	Clayton Co Police Department	5/11/2016	CLAYTON	SR 3 S	FLINT RIVER RD		1	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5759007	Clayton Co Police Department	5/16/2016	CLAYTON	FAYETTEVILLE RD	SR 3		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Distracted	No Contributing Factors	Lanes	Lanes
5760023	Clayton Co Police Department	5/17/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763459	Jonesboro Police Department	4/3/2016	CLAYTON	FAYETTEVILLE RD	TARA BLVD		0	0 Sideswipe-Same Direction	Dawn	Dry	West	West	Straight	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5765354	Clayton Co Police Department	5/21/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Wet	South	East	Turning Left	Straight		2 Other	No Contributing Factors	Traffic Signal	Traffic Signal
5769598	Clayton Co Police Department	5/23/2016	CLAYTON	SR 3 S	FLINT RIVER RD		1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5775249	Clayton Co Police Department	5/27/2016	CLAYTON	SR 3 S	SR 54		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5779918	Clayton Co Police Department	6/1/2016	CLAYTON	SR 3	FAYETTEVILLE RD		5	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5795218	Clayton Co Police Department	6/14/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Wet	East	East	Straight	Stopped		2 Following too Close,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
5798955	Clayton Co Police Department	6/17/2016	CLAYTON	FLINT RIVER RD	SR 3		1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5813838	Clayton Co Police Department	6/27/2016	CLAYTON	SR 3 N	FAYETTVILLE RD		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5814336	Clayton Co Police Department	6/27/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	DarkLighted	Dry	South	West	Turning Left	Straight		2 Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
5818754	Clayton Co Police Department	7/2/2016	CLAYTON	FLINT RIVER RD	SR 3		4	0 Angle	Daylight	Dry	North	West	Straight	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5820655	Clayton Co Police Department	7/5/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5821893	Clayton Co Police Department	7/6/2016	CLAYTON	SR 3 N	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5828485	Clayton Co Police Department	7/12/2016	CLAYTON	SR 3	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5837345	Clayton Co Police Department	7/12/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5841813	Clayton Co Police Department	7/19/2016	CLAYTON	SR 3 N	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5842342	Clayton Co Police Department	7/20/2016	CLAYTON	TARA BLVD	FAYETTEVILLE RD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5858883	Clayton Co Police Department	7/31/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5866892	Clayton Co Police Department	8/7/2016	CLAYTON	SR 3 N	FAYETTVILLE RD		0	0 Angle	Dusk	Wet	North	North	Changing Lanes	Straight		2 Improper Passing,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
5872254	Clayton Co Police Department	8/10/2016	CLAYTON	SR 3 N	FAYETTEVILLE RD		2	0 Angle	Daylight	Wet	North	West	Straight	Straight		3 Disregard Stop Sign/Signal,Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
5874441	Clayton Co Police Department	8/11/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Angle	Daylight	Dry	East	West	Making U-turn	Straight		2 Improper Turn	Too Fast For Conditions	Lanes	Lanes
5879682	Clayton Co Police Department	8/16/2016	CLAYTON	FLINT RIVER RD	TARA BLVD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5802701	Jonesboro Police Department	6/1/2016	CLAYTON	GA 3	FAYETTEVILLE RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5802727	Jonesboro Police Department	5/24/2016	CLAYTON	FAYETTEVILLE ROAD	FAYETTE AVE		0	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	North	N/A	Negotiating A Curve	N/A		1 Too Fast For Conditions	N/A	Traffic Signal	N/A
5816860	Jonesboro Police Department	7/1/2016	CLAYTON	TARA BLVD	FLINT RIVER ROAD		0	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5850835	Jonesboro Police Department	7/10/2016	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE		0	0 Angle	DarkLighted	Dry	North	N/A	Straight	N/A		1 Under the Influence (U.I.)	N/A	Lanes	N/A
5850840	Jonesboro Police Department	7/18/2016	CLAYTON	S.R. 1941; GA. 3; TARA BLVD.	FAYETTEVILLE ROAD		1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		3 Following too Close	No Contributing Factors	Lanes	Lanes
5852657	Jonesboro Police Department	7/27/2016	CLAYTON	TARA BLVD	SR 54		1	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5894480	Clayton Co Police Department	8/26/2016	CLAYTON	SR 3 S	FLINT RIVER RD		1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5897699	Clayton Co Police Department	8/26/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5901671	Jonesboro Police Department	9/1/2016	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5910788	Clayton Co Police Department	9/9/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5919547	Clayton Co Police Department	9/15/2016	CLAYTON	FAYETTEVILLE RD	SR 3		0	0 Rear End	Daylight	Dry	N/A	West	N/A	Stopped		2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
5922166	Clayton Co Police Department	9/15/2016	CLAYTON	FAYETTEVILLE RD	SR 3		0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Straight	Straight		2 Misjudged Clearance	No Contributing Factors	Lanes	No Passing Zone
5939389	Clayton Co Police Department	9/30/2016	CLAYTON	TARA BLVD	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5955927	Jonesboro Police Department	10/13/2016	CLAYTON	FAYETTEVILLE ROAD	TARA BLVD		1	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Right	Turning Right		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
5958718	Clayton Co Police Department	10/16/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Dry	West	East	Turning Right	Stopped		2 Improper Turn	No Contributing Factors	Lanes	Lanes
5966276	Clayton Co Police Department	10/20/2016	CLAYTON	TARA BLVD	FAYETTEVILLE RD		0	0 Angle	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5980428	Clayton Co Police Department	10/31/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	DarkNot Lighted	Dry	N/A	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5984586	Clayton Co Police Department	11/3/2016	CLAYTON	FLINT RIVER RD	SR 3		0	0 Rear End	DarkNot Lighted	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5988029	Clayton Co Police Department	11/6/2016	CLAYTON	FLINT RIVER RD	KENDRICK RD		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Straight	N/A		1 No Contributing Factors	N/A	Lanes	N/A
5991459	Jonesboro Police Department	11/8/2016	CLAYTON	FAYETTEVILLE ROAD	TARA BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5993213	Clayton Co Police Department	11/9/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	East	East	Turning Right	Turning Right		2 No Contributing Factors	No Contributing Factors	Lanes	Lanes
5994120	Clayton Co Police Department	11/10/2016	CLAYTON	FLINT RIVER RD	GOSWELL DR		0	0 Rear End	DarkNot Lighted	Dry	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5994475	Jonesboro Police Department	11/10/2016	CLAYTON	FAYETTEVILLE RD	FAYETTE AVENE		0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Changing Lanes	Stopped		2 Misjudged Clearance	No Contributing Factors	Lanes	Lanes
5994836	Clayton Co Police Department	11/11/2016	CLAYTON	SR 3 N	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6003181	Clayton Co Police Department	11/17/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Angle	Daylight	Dry	East	West	Turning Left	Turning Left		2 Wrong Side of Road,Improper Turn	No Contributing Factors	Lanes	Lanes
6004405	Clayton Co Police Department	11/18/2016	CLAYTON	SR 3 N	FAYETTEVILLE RD		2	0 Angle	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6005909	Clayton Co Police Department	11/15/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6006569	Jonesboro Police Department	11/18/2016	CLAYTON	GA HIGHWAY 3	GA HIGHWAY 54		0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6007309	Clayton Co Police Department	11/21/2016	CLAYTON	TARA BLVD	FAYETTEVILLE RD		0	0 Angle	DarkNot Lighted	Dry	N/A	West	Turning Left	Straight		2 Other	Other	Traffic Signal	Traffic Signal
6012269	Clayton Co Police Department	11/24/2016	CLAYTON	TARA BLVD	FAYETTEVILLE RD		0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Straight	Straight		2 Driver Lost Control	Driver Lost Control	Lanes	Lanes
6020237	Clayton Co Police Department	11/30/2016	CLAYTON	FLINT RIVER RD	TARA BLVD		0	0 Rear End	DarkNot Lighted	Wet	N/A	East	N/A	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6023015	Clayton Co Police Department	12/2/2016	CLAYTON	SR 3	FLINT RIVER RD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	N/A	North	Straight	Straight		2 Improper Passing	No Contributing Factors	Lanes	Lanes
6025576	Clayton Co Police Department	12/4/2016	CLAYTON	TARA BLVD	FLINT RIVER RD		0	0 Rear End	DarkLighted	Wet	South	South	Straight	Stopped		2 Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6026811	Clayton Co Police Department	12/4/2016	CLAYTON	SR 3 N	FAYETTEVILLE RD		0	0 Angle	DarkLighted	Wet	North	North	Straight	Straight		2 Weather Conditions,Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
6027450	Clayton Co Police Department	12/6/2016	CLAYTON	FAYETTEVILLE RD	TARA BLVD		0	0 Angle	Daylight	Wet	North	East	Turning Right	Turning Left		2 Failed to Yield	No Contributing Factors	Stop Sign	Traffic Signal
6033558	Clayton Co Police Department	12/8/2016	CLAYTON	SR 3 S	FLINT RIVER RD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6042366	Clayton Co Police Department	12/12/2016	CLAYTON	TARA BLVD	FLINT RIVER RD		0	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A		1 Disregard Stop Sign/Signal,Cell Phone	No Contributing Factors	Traffic Signal	Traffic Signal
6047841	Clayton Co Police Department	12/20/2016	CLAYTON	SR 3 S	FLINT RIVER RD		3	0 Angle	DarkNot Lighted	Dry	East	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6054612	Clayton Co Police Department	12/26/2016	CLAYTON	TARA BLVD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6061277	Jonesboro Police Department	12/30/2016	CLAYTON	FAYETTEVILLE RD	TARA BLVD		1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6062759	Clayton Co Police Department	12/31/2016	CLAYTON	SR 3 N	FLINT RIVER RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6065553	Jonesboro Police Department	1/3/2017	CLAYTON	TARA BLVD	GA HWY 54		0	0 Rear End	Daylight	Wet	East	East	Turning Left	Turning Left		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal

6068185	Jonesboro Police Department	1/3/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Changing Lanes	Straight	2 Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6086310	Clayton Co Police Department	1/19/2017	CLAYTON	FLINT RIVER RD	SR 3	0	0 Rear End	Daylight	Dry	East	East	Turning Right	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6092465	Jonesboro Police Department	1/24/2017	CLAYTON	FAYETTEVILLE ROAD	GA -3	0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2 Mechanical Or Vehicle Failure	No Contributing Factors	Traffic Signal	Traffic Signal
6098753	Clayton Co Police Department	1/30/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	2	0 Angle	DarkNot Lighted	Dry	South	N/A	Straight	Turning Left	2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6109340	Clayton Co Police Department	2/7/2017	CLAYTON	FAYETTEVILLE RD	SR 3	3	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6115731	Clayton Co Police Department	2/11/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6120500	Jonesboro Police Department	2/15/2017	CLAYTON	GA 3	FAYETEVILLE ROAD	0	0 Rear End	DarkNot Lighted	Wet	North	North	Straight	Stopped	2 Following too Close,Weather Conditions,Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6124742	Clayton Co Police Department	2/21/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6129863	Clayton Co Police Department	2/22/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	1	0 Rear End	DarkNot Lighted	Dry	North	N/A	Straight	Turning Right	2 Following too Close	No Contributing Factors	Lanes	Lanes
6130348	Jonesboro Police Department	2/24/2017	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Stopped	2 Wrong Side of Road,Changed Lanes Improperly,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6150253	Clayton Co Police Department	3/13/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	DarkLighted	Dry	East	East	Turning Right	Turning Left	2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6150689	Clayton Co Police Department	3/13/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	None	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6152150	Clayton Co Police Department	3/13/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	3 Following too Close,Too Fast For Conditions,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6155179	Clayton Co Police Department	3/18/2017	CLAYTON	SR 3 S	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6158354	Clayton Co Police Department	3/21/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Straight	Straight	2 Other	No Contributing Factors	Lanes	Lanes
6165974	Clayton Co Police Department	3/25/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6167830	Clayton Co Police Department	3/27/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	N/A	N/A	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6173060	Clayton Co Police Department	3/31/2017	CLAYTON	FLINT RIVER RD	SR 3	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close,Misjudged Clearance,Too Fast For Conditions,Other	No Contributing Factors	Lanes	Lanes
6182142	Clayton Co Police Department	4/4/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6184853	Clayton Co Police Department	4/9/2017	CLAYTON	SR 3 S	FLINT RIVER RD	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Straight	N/A	1 Reaction to Object or Animal	N/A	Lanes	N/A
6190544	Clayton Co Police Department	4/12/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	Daylight	Dry	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6199658	Clayton Co Police Department	4/15/2017	CLAYTON	SR 3 S	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6130295	Jonesboro Police Department	2/25/2017	CLAYTON	FAYETTEVILLE ROAD	GA 3	0	0 Rear End	Daylight	Wet	West	West	Straight	Stopped	2 Following too Close,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
6167824	Jonesboro Police Department	3/21/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight	2 Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6193990	Jonesboro Police Department	4/14/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6202205	Clayton Co Police Department	4/21/2017	CLAYTON	FLINT RIVER RD	SR 3	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6204378	Clayton Co Police Department	4/23/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	2	0 Rear End	DarkNot Lighted	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6209500	Jonesboro Police Department	4/27/2017	CLAYTON	SR 3	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	None	Straight	N/A	2 Following too Close	N/A	Traffic Signal	Gate
6212676	Clayton Co Police Department	4/30/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6217246	Clayton Co Police Department	5/3/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6217361	Clayton Co Police Department	5/3/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
6220361	Clayton Co Police Department	5/4/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Wet	North	East	Straight	Straight	2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6228488	Jonesboro Police Department	5/10/2017	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Sideswipe-Opposite Direction	Daylight	Dry	South	South	Straight	Straight	2 Other	No Contributing Factors	Lanes	Lanes
6229710	Clayton Co Police Department	5/11/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Head On	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6241348	Clayton Co Police Department	5/18/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	2	0 Rear End	Daylight	Dry	North	North	Straight	Straight	3 Following too Close	Following too Close	Traffic Signal	Traffic Signal
6244370	Clayton Co Police Department	5/22/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Wet	South	N/A	Straight	N/A	2 Other	No Contributing Factors	Lanes	N/A
6244374	Clayton Co Police Department	5/22/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Wet	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6247342	Clayton Co Police Department	5/23/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6247633	Clayton Co Police Department	5/20/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6257999	Clayton Co Police Department	6/1/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6264401	Clayton Co Police Department	6/6/2017	CLAYTON	SR 3	FAYETTEVILLE RD	0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 Following too Close,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
6281365	Clayton Co Police Department	6/20/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Wet	N/A	South	N/A	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6286515	Clayton Co Police Department	6/22/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Wet	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6294552	Clayton Co Police Department	6/30/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Wet	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6300502	Clayton Co Police Department	7/6/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6302474	Clayton Co Police Department	7/8/2017	CLAYTON	FLINT RIVER RD	FLINT RIVER RD	0	0 Sideswipe-Opposite Direction	Daylight	Dry	N/A	East	N/A	Straight	2 No Contributing Factors	No Contributing Factors	N/A	No Control Present
6308262	Clayton Co Police Department	7/13/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	East	East	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6322758	Jonesboro Police Department	7/24/2017	CLAYTON	GA 3	FLINT RIVER DR	0	0 Rear End	DarkNot Lighted	Dry	North	North	Backing	Stopped	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
6325182	Jonesboro Police Department	7/25/2017	CLAYTON	FAYETTEVILLE RD	GA HWY 3 TARA BLVD	0	0 Rear End	Daylight	Wet	West	West	Straight	Straight	2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6342403	Clayton Co Police Department	8/5/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6358132	Jonesboro Police Department	8/15/2017	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Angle	Daylight	Dry	East	South	Turning Left	Straight	2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6366256	Clayton Co Police Department	8/24/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	3	0 Rear End	Daylight	Dry	South	South	Straight	Straight	3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6366524	Jonesboro Police Department	8/24/2017	CLAYTON	FAYETTEVILLE RD.	GA 3	0	0 Angle	Daylight	Dry	North	South	Turning Left	Straight	2 Failed to Yield,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6378577	Clayton Co Police Department	9/3/2017	CLAYTON	SR 3	FLINT RIVER RD	1	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A	1 No Contributing Factors	Failed to Yield	Lanes	Lanes
6380953	Clayton Co Police Department	9/5/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	2	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6395176	Clayton Co Police Department	9/17/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6396899	Clayton Co Police Department	9/18/2017	CLAYTON	FLINT RIVER RD	FAYETTEVILLE RD	0	0 Angle	DarkNot Lighted	Dry	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6403055	Clayton Co Police Department	9/23/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Daylight	Dry	West	East	Making U-turn	Straight	2 Failed to Yield,Improper Turn	Reaction to Object or Animal	Lanes	Lanes
6416104	Clayton Co Police Department	9/28/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Other	Other
6418772	Clayton Co Police Department	10/6/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6419047	Clayton Co Police Department	10/6/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6419441	Clayton Co Police Department	10/5/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Sideswipe-Same Direction	DarkLighted	Dry	West	West	Straight	Straight	2 No Contributing Factors	No Contributing Factors	Lanes	Lanes
6420604	Clayton Co Police Department	10/6/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Opposite Direction	Daylight	Dry	N/A	N/A	Changing Lanes	Stopped	2 Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6420832	Clayton Co Police Department	10/7/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	3 Following too Close	Reaction to Object or Animal	Lanes	Lanes
6426886	Clayton Co Police Department	10/12/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Traffic Signal
6456732	Jonesboro Police Department	11/2/2017	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Head On	Daylight	Dry	East	West	Straight	Stopped	2 Wrong Side of Road,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6457856	Clayton Co Police Department	11/3/2017	CLAYTON	FLINT RIVER RD	SR 3	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
6460567	Clayton Co Police Department	11/5/2017	CLAYTON	FLINT RIVER RD	SR 3	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6467718	Clayton Co Police Department	11/9/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6475418	Clayton Co Police Department	11/15/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Straight	Straight	2 Other	No Contributing Factors	Traffic Signal	Traffic Signal
6476935	Clayton Co Police Department	11/17/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	2	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6484133	Jonesboro Police Department	11/22/2017	CLAYTON	GA HWY 3 TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	East	East	Turning Right	Turning Left	2 Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6485740	Clayton Co Police Department	11/25/2017	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Daylight	Dry	West	N/A	Turning Right	Turning Right	2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6497102	Jonesboro Police Department	12/2/2017	CLAYTON	FAYETTEVILLE ROAD	FAYETTE AVE	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	North	N/A	Straight	N/A	1 Driver Lost Control	N/A	Lanes	N/A
6500930	Clayton Co Police Department	12/5/2017	CLAYTON	SR 3	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6509499	Clayton Co Police Department	12/11/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkLighted	Dry	East	N/A	Straight	Straight	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
6512966	Jonesboro Police Department	12/13/2017	CLAYTON	GA 3	FAYETTEVILLE RD.	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6517146	Clayton Co Police Department	12/13/2017	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6528109	Clayton Co Police Department	12/25/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	DarkLighted	Dry	South	N/A	Straight	Turning Left	2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6529995	Clayton Co Police Department	12/27/2017	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Same Direction	Dawn	Wet	N/A	N/A	Changing Lanes	Turning Left	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6541476	Clayton Co Police Department	1/6/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6545162	Jonesboro Police Department	1/9/2018	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	South	North	Straight	Straight	2 Following too Close	No Contributing Factors	No Control Present	No Control Present
6556464	Clayton Co Police Department	1/17/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Snow	East	East	Straight	Stopped	2 Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
6557106	Clayton Co Police Department	1/18/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Ice/Frost	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6560680	Clayton Co Police Department	1/20/2018	CLAYTON	FLINT RIVER RD	TAYLOR RD	1	0 Rear End	DarkLighted	Dry	West	West	Straight	Straight	3 Following too Close	Following too Close	Lanes	Lanes
6582316	Clayton Co Police Department	2/6/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6594418	Clayton Co Police Department	2/15/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Stopped	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6597921	Clayton Co Police Department	2/19/2018	CLAYTON	TARA BLVD	FLINTRIVER RD	0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 No Contributing Factors	No Contributing Factors	Lanes	Lanes
6607114	Clayton Co Police Department	2/22/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Dry	South	South	Entering/Leaving Parking	Straight	2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6609252	Clayton Co Police Department	2/24/2018	CLAYTON	FLINT RIVER RD	ASHTON RD	0	0 Angle	DarkLighted	Dry	North	East	Straight	Straight	2 Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6609560	Clayton Co Police Department	2/24/2018	CLAYTON	FLINT RIVER RD	TAYLOR RD	2	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	East	N/A	Turning Left	N/A	1 No Contributing Factors	N/A	Traffic Signal	N/A
6617918	Clayton Co Police Department	3/2/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkLighted	Dry	N/A	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6623917	Clayton Co Police Department	3/7/2018	CLAYTON	FLINT RIVER RD	TARA RD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	Other	Lanes	Lanes
6628257	Clayton Co Police Department	3/11/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Wet	North	East	Turning Right	Straight	2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6628452	Clayton Co Police Department	3/8/2018	CLAYTON	SR 3	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	None	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6637036	Clayton Co Police Department	3/18/2018	CLAYTON	FLINT RIVER RD	SR 3	1	0 Angle	Daylight	Dry	N/A	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6637357	Clayton Co Police Department	3/18/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	2	0 Angle	DarkNot Lighted	Dry	South	South	Straight	Stopped	2 Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6637723	Clayton Co Police Department	3/18/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Daylight	Dry	East	South	Turning Right	Straight	2 Under the Influence (U.I.),Failed to Yield,Driver Condition	No Contributing Factors	Traffic Signal	Traffic Signal
6646298	Clayton Co Police Department	3/25/2018	CLAYTON	TARA BLVD	FLINTRIVER RD	0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6646360	Clayton Co Police Department	3/24/2018	CLAYTON	SR 3	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6653562	Clayton Co Police Department	3/31/2018	CLAYTON	TARA SR 3 BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Passing	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6653563	Clayton Co Police Department	3/31/2018	CLAYTON	TARA SR 3 BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight	2 No Contributing Factors	No Contributing Factors	Lanes	Lanes
6656561	Clayton Co Police Department	3/30/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6661694	Clayton Co Police Department	4/3/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6661855	Clayton Co Police Department	4/7/2018	CLAYTON	FLINT RIVER RD	KENDRICK RD	1	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes

6669228	Clayton Co Police Department	4/10/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6669363	Clayton Co Police Department	4/11/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6678480	Clayton Co Police Department	4/19/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	Daylight	Dry	West	West	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Lanes	Lanes
6679254	Clayton Co Police Department	4/19/2018	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Rear End	DarkLighted	Dry	N/A	N/A	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6690011	Clayton Co Police Department	4/30/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6690927	Clayton Co Police Department	4/26/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Lanes
6694743	Clayton Co Police Department	5/2/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6696658	Clayton Co Police Department	5/5/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Straight	N/A	1 Other	N/A	Lanes	N/A
6704768	Jonesboro Police Department	5/4/2018	CLAYTON	FAYETTEVILLE ROAD	FAYETTE AVE	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	East	N/A	Straight	N/A	1 Under the Influence (U.I.),Driver Condition	N/A	Traffic Signal	N/A
6708354	Clayton Co Police Department	5/14/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6718086	Clayton Co Police Department	5/21/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6725133	Clayton Co Police Department	5/25/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Dawn	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6731512	Clayton Co Police Department	5/31/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6745865	Jonesboro Police Department	6/6/2018	CLAYTON	TARA BLVD.	FAYETTEVILLE RD.	1	0 Rear End	Daylight	Dry	North	North	Straight	Straight	3 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6766177	Jonesboro Police Department	6/22/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6766544	Clayton Co Police Department	6/24/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6798299	Jonesboro Police Department	7/13/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6806033	Jonesboro Police Department	7/23/2018	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6806034	Jonesboro Police Department	7/23/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6828386	Jonesboro Police Department	8/10/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6828400	Jonesboro Police Department	8/11/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6832758	Jonesboro Police Department	8/14/2018	CLAYTON	FAYETTEVILLE ROAD	TARA BLVD	0	0 Angle	Daylight	Dry	West	West	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6835381	Jonesboro Police Department	8/16/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	DarkLighted	Dry	North	West	Straight	Turning Left	3 Under the Influence (U.I.),Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6838908	Jonesboro Police Department	8/18/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	Dusk	Wet	East	East	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
6844726	Jonesboro Police Department	8/23/2018	CLAYTON	TARA BLVD	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6845326	Jonesboro Police Department	8/23/2018	CLAYTON	FAYETTEVILLE ROAD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Turning Left	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6868716	Clayton Co Police Department	9/11/2018	CLAYTON	FLINT RIVER RD	ROBERT RD	1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	3 Following too Close	No Contributing Factors	Lanes	Stop Sign
6877096	Clayton Co Police Department	9/17/2018	CLAYTON	FLINT RIVER RD	KENDRICK RD	0	0 Sideswipe-Opposite Direction	Daylight	Dry	North	West	Turning Left	Straight	2 Failed to Yield,Improper Turn	No Contributing Factors	Lanes	Lanes
6888583	Jonesboro Police Department	9/25/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6891427	Jonesboro Police Department	9/25/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Changing Lanes	Stopped	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6899481	Jonesboro Police Department	10/3/2018	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6924962	Jonesboro Police Department	10/18/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6924972	Jonesboro Police Department	10/20/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6925004	Jonesboro Police Department	10/20/2018	CLAYTON	FAYETTEVILLE RD.	TARA BLVD.	0	0 Rear End	DarkLighted	Dry	South	South	Turning Left	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6943570	Jonesboro Police Department	11/4/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	DarkLighted	Dry	West	West	Straight	Straight	2 Following too Close	No Contributing Factors	No Control Present	Traffic Signal
6947987	Jonesboro Police Department	11/2/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD.	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6955660	Jonesboro Police Department	11/9/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Sideswipe-Same Direction	DarkNot Lighted	Wet	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6957452	Jonesboro Police Department	11/13/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Wet	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
6972781	Clayton Co Police Department	11/21/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6976410	Jonesboro Police Department	11/26/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
6976431	Jonesboro Police Department	11/25/2018	CLAYTON	TARA BLVD.	FAYETTEVILLE RD.	0	0 Rear End	DarkNot Lighted	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6991642	Jonesboro Police Department	12/6/2018	CLAYTON	TARA BLVD	FLINT RIVER ROAD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7019577	Clayton Co Police Department	12/28/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	DarkLighted	Wet	East	East	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7019688	Clayton Co Police Department	12/27/2018	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
6995580	Jonesboro Police Department	12/9/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7026392	Gsp Post 00	1/2/2019	CLAYTON	FAYETTVILLE ROAD	SMITH ROAD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Passing	Stopped	2 No Contributing Factors,Improper Passing	No Contributing Factors	Lanes	Lanes
7038758	Jonesboro Police Department	12/14/2018	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7039033	Jonesboro Police Department	12/20/2018	CLAYTON	TARA BLVD	FLINT RIVER ROAD	0	0 Sideswipe-Same Direction	DarkLighted	Wet	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7039037	Jonesboro Police Department	12/20/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Angle	DarkLighted	Wet	West	West	Straight	Stopped	2 Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
7039092	Jonesboro Police Department	12/28/2018	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Angle	DarkLighted	Wet	North	West	Straight	Straight	2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7039271	Jonesboro Police Department	1/6/2019	CLAYTON	GA 3	FLINT RIVER RD	0	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A	1 Other	N/A	Traffic Signal	N/A
7042262	Jonesboro Police Department	1/13/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	DarkLighted	Dry	North	East	Turning Left	Other	2 No Contributing Factors	Disregard Stop Sign/Signal,Driver Lost Control,Other	Traffic Signal	Traffic Signal
7051913	Clayton Co Police Department	1/19/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7053107	Clayton Co Police Department	1/21/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkNot Lighted	Dry	East	East	Straight	Stopped	2 Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Stop Sign
7055166	Jonesboro Police Department	1/20/2019	CLAYTON	TARA BLVD N..B	FAYETTEVILLE RD	0	0 Rear End	DarkLighted	Dry	None	North	N/A	Stopped	2 N/A	No Contributing Factors	No Control Present	Traffic Signal
7057781	Jonesboro Police Department	1/24/2019	CLAYTON	TARA BLVD NB	FAYETTEVILE RD.	0	0 Rear End	Daylight	Dry	North	North	Stopped	Straight	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7065527	Clayton Co Police Department	1/31/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Angle	Daylight	Dry	East	East	Entering/Leaving Parking	Straight	2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7068259	Jonesboro Police Department	1/24/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7071594	Jonesboro Police Department	2/4/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	None	North	N/A	Turning Right	2 N/A	No Contributing Factors	No Control Present	Traffic Signal
7090903	Clayton Co Police Department	2/19/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkLighted	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7099140	Jonesboro Police Department	2/24/2019	CLAYTON	TARA BOULEVARD	FAYETTEVILLE ROAD	0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7106206	Clayton Co Police Department	3/1/2019	CLAYTON	FLINT RIVER RD	TAYLOR RD	0	0 Angle	Daylight	Dry	South	East	Turning Left	Straight	2 Failed to Yield	No Contributing Factors	Lanes	Lanes
7114905	Clayton Co Police Department	3/7/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	East	East	Changing Lanes	Turning Left	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7119946	Jonesboro Police Department	3/12/2019	CLAYTON	GA-3	FAYETTEVILLE ROAD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7123841	Jonesboro Police Department	3/13/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	N/A	Traffic Signal	Traffic Signal
7130833	Jonesboro Police Department	3/19/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	DarkLighted	Dry	South	South	Straight	Stopped	3 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7138595	Clayton Co Police Department	3/25/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7144086	Jonesboro Police Department	3/29/2019	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Changing Lanes	Straight	2 Failed to Yield,Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7161626	Jonesboro Police Department	4/12/2019	CLAYTON	TARA BLVD SB	FLINT RIVER RD.	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7163512	Jonesboro Police Department	4/13/2019	CLAYTON	TARA BLVD NB	FAYETTEVILLE RD.	2	0 Rear End	Daylight	Dry	North	North	Straight	Straight	3 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7173136	Jonesboro Police Department	4/22/2019	CLAYTON	TARA BLVD NB	FAYETEVILLE RD.	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7173145	Jonesboro Police Department	4/18/2019	CLAYTON	FLINT RIVER ROAD	GA-3	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	No Control Present
7181291	Jonesboro Police Department	4/27/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	DarkLighted	Dry	South	South	Turning Right	Straight	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7182495	Jonesboro Police Department	4/27/2019	CLAYTON	TARA BLVD	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7192045	Jonesboro Police Department	5/1/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7216946	Jonesboro Police Department	5/20/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Stopped	Straight	2 No Contributing Factors	Following too Close	Traffic Signal	Traffic Signal
7222672	Gsp Post 00	5/24/2019	CLAYTON	FLINT RIVER ROAD		1	0 Rear End	DarkLighted	Dry	East	East	Turning Right	Turning Right	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7242476	Jonesboro Police Department	6/10/2019	CLAYTON	FLINT RIVER ROAD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7266856	Jonesboro Police Department	6/30/2019	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close,Other	No Contributing Factors	Traffic Signal	Traffic Signal
7273545	Jonesboro Police Department	7/5/2019	CLAYTON	FAYETTEVILLE ROAD	GA-3	0	0 Rear End	Daylight	Dry	South	South	Turning Left	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7279366	Clayton Co Police Department	7/11/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Dawn	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7291218	Jonesboro Police Department	7/20/2019	CLAYTON	TARA BLVD.	FAYETTEVILLE RD.	2	0 Angle	DarkLighted	Dry	North	South	Turning Right	Turning Left	2 No Contributing Factors,Failed to Yield	No Contributing Factors	Yield Sign	Traffic Signal
7294637	Jonesboro Police Department	7/23/2019	CLAYTON	TARA BOULEVARD	FLINT RIVER ROAD	0	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7304230	Jonesboro Police Department	7/27/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Dawn	Dry	North	North	Straight	Stopped	2 Following too Close	Following too Close	Traffic Signal	No Control Present
7305131	Jonesboro Police Department	7/31/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	DarkLighted	Dry	South	South	Changing Lanes	Straight	2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7307263	Jonesboro Police Department	8/3/2019	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Other	Stopped	2 Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7332590	Jonesboro Police Department	8/21/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7335014	Jonesboro Police Department	8/27/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	DarkLighted	Wet	West	East	Straight	Turning Left	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7361128	Jonesboro Police Department	9/14/2019	CLAYTON	GA-3	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7361130	Jonesboro Police Department	9/18/2019	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	East	South	N/A	Straight	1 N/A	No Contributing Factors	No Control Present	Traffic Signal
7365449	Jonesboro Police Department	9/23/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7368625	Clayton Co Police Department	9/25/2019	CLAYTON	FLINT RIVER RD	KADEN DR	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7369204	Jonesboro Police Department	9/17/2019	CLAYTON	FAYETTEVILLE ROAD	TARA BOULEVARD	0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2 Reckless Driving,Disregard Police - Evasion	Other	Lanes	Lanes
7371637	Jonesboro Police Department	9/25/2019	CLAYTON	TARA BLVD	FLINT RIVER	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7380940	Jonesboro Police Department	10/4/2019	CLAYTON	TARA BLVD	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7384195	Jonesboro Police Department	10/8/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	None	East	N/A	N/A	1 N/A	Failed to Yield	No Control Present	Traffic Signal
7387816	Clayton Co Police Department	10/11/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkNot Lighted	Dry	West	East	Stopped	Stopped	2 Talking on Hand-Held Device (D,Occupant Distraction (Distract	No Contributing Factors	Traffic Signal	Lanes
7406328	Jonesboro Police Department	10/26/2019	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7427024	Jonesboro Police Department	11/2/2019	CLAYTON	TARA BOULEVARD	FLINT RIVER RD	0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7429647	Jonesboro Police Department	11/11/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	South	South	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7433504	Jonesboro Police Department	11/13/2019	CLAYTON	FAYETTEVILLE RD.	TARA BLVD.	0	0 Rear End	Daylight	Dry	West	West	Turning Left	Turning Left	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7438397	Jonesboro Police Department	11/15/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	East	South	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7446493	Jonesboro Police Department	11/23/2019	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Head On	DarkLighted	Wet	East	West	Turning Right	Straight	2 Wrong Side of Road	No Contributing Factors	Lanes	Lanes
7447568	Jonesboro Police Department	11/24/2019	CLAYTON	GA-3	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7447569	Clayton Co Police Department	11/24/2019	CLAYTON	FLINT RIVER RD	KENDRICK RD	0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes

7453701	Jonesboro Police Department	11/26/2019	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Lanes	Lanes
7455121	Jonesboro Police Department	11/27/2019	CLAYTON	TARA BLVD SB	FLINT RIVER RD	0	0 Rear End	Dusk	Dry	South	South	Changing Lanes	Changing Lanes	2 Following too Close	No Contributing Factors	Lanes	Lanes
7466988	Clayton Co Police Department	12/8/2019	CLAYTON	FLINT RIVER RD	CEDAR CREEK RDG	1	0 Rear End	DarkLighted	Dry	West	West	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7469043	Jonesboro Police Department	12/5/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7477398	Jonesboro Police Department	12/13/2019	CLAYTON	TARA BOULEVARD	FLINT RIVER ROAD	0	0 Sideswipe-Same Direction	DarkNot Lighted	Wet	North	North	Turning Left	Turning Left	2 Other	No Contributing Factors	Lanes	Lanes
7477891	Jonesboro Police Department	12/13/2019	CLAYTON	FAYETTEVILLE RD.	TARA BLVD.	0	0 Rear End	DarkLighted	Wet	West	West	Turning Left	Turning Left	3 Following too Close,Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7478983	Jonesboro Police Department	12/16/2019	CLAYTON	TARA BLVD. SB	FLINT RIVER RD.	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7480497	Gsp Post 00	12/13/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7480798	Gsp Post 00	12/14/2019	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Sideswipe-Opposite Direction	Daylight	Dry	West	East	Turning Right	Stopped	3 Too Fast For Conditions,Disregard Police - Evasion	No Contributing Factors	Lanes	Traffic Signal
7487849	Jonesboro Police Department	12/22/2019	CLAYTON	FAYETTEVILLE RD	TARA BLVD	1	0 Angle	DarkLighted	Wet	East	East	Turning Right	Straight	2 Failed to Yield	No Contributing Factors	Yield Sign	Traffic Signal
7490846	Jonesboro Police Department	12/23/2019	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkNot Lighted	Wet	North	North	Changing Lanes	Straight	2 Improper Passing	No Contributing Factors	Lanes	Lanes
7509443	Jonesboro Police Department	1/9/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	DarkLighted	Dry	North	West	Straight	Straight	2 Disregard Stop Sign/Signal,Talking on Hands-Free Device (	No Contributing Factors	Traffic Signal	Traffic Signal
7514864	Jonesboro Police Department	1/13/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkLighted	Wet	East	East	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Lanes	Lanes
7514865	Jonesboro Police Department	1/14/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	DarkLighted	Wet	South	South	Straight	Stopped	2 Following too Close,Not Visible (Object, Person, o	Other	Traffic Signal	Traffic Signal
7528428	Jonesboro Police Department	1/24/2020	CLAYTON	TARA BLVD N B	FLINT RIVER RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7538894	Jonesboro Police Department	2/4/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight	3 Under the Influence (U.I.),Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7550499	Jonesboro Police Department	2/14/2020	CLAYTON	TARA BLVD	FLINT RIVER	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Changing Lanes	2 No Contributing Factors	No Contributing Factors	Lanes	Lanes
7551739	Jonesboro Police Department	2/15/2020	CLAYTON	TARA BLVD NB	FAYETTVILLE RD	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7551764	Clayton Co Police Department	2/16/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	Daylight	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	No Passing Zone	No Passing Zone
7561413	Clayton Co Police Department	2/24/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Wet	West	West	Changing Lanes	Turning Left	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7570044	Jonesboro Police Department	2/19/2020	CLAYTON	TARA BLVD.	FAYETTEVILLE RD.	0	0 Sideswipe-Same Direction	DarkLighted	Wet	South	South	Changing Lanes	Straight	2 Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7577445	Jonesboro Police Department	3/8/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7604749	Jonesboro Police Department	3/25/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	DarkLighted	Dry	East	East	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
7606797	Jonesboro Police Department	3/30/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	DarkLighted	Dry	South	South	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
7614336	Jonesboro Police Department	4/13/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	Daylight	Wet	North	East	Turning Right	Straight	2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7617645	Jonesboro Police Department	4/17/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Head On	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7618448	Jonesboro Police Department	4/18/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Daylight	Dry	South	East	Straight	Turning Left	4 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7622721	Jonesboro Police Department	4/26/2020	CLAYTON	FAYETTEVILLE ROAD	GA-3	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	East	N/A	Straight	N/A	1 No Contributing Factors,Under the Influence (U.I.),Exceeding Speed Limit,Disregard Stop Sign/Signal	N/A	Traffic Signal	N/A
7625343	Jonesboro Police Department	4/29/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Wet	South	South	Changing Lanes	Straight	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7632800	Jonesboro Police Department	5/8/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Dawn	Dry	None	North	N/A	Straight	2 N/A	No Contributing Factors	No Control Present	Lanes
7637573	Jonesboro Police Department	5/13/2020	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7644452	Jonesboro Police Department	5/22/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	DarkLighted	Dry	West	North	Straight	Turning Left	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7644465	Jonesboro Police Department	5/22/2020	CLAYTON	TARA BLVD SOUTH BOUND	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	West	West	Turning Right	Stopped	2 N/A	No Contributing Factors	Traffic Signal	Traffic Signal
7670174	Jonesboro Police Department	6/18/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7670636	Jonesboro Police Department	6/20/2020	CLAYTON	GA-3	FAYETTEVILLE ROAD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7670871	Jonesboro Police Department	6/19/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	3	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	3 Following too Close,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7674053	Jonesboro Police Department	6/23/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
7675185	Clayton Co Police Department	6/24/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	3	0 Rear End	Daylight	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7676444	Jonesboro Police Department	6/25/2020	CLAYTON	FAYETTEVILLE RD	TARA BLVD NORTH BOUND	0	0 Sideswipe-Same Direction	Daylight	Dry	West	West	Changing Lanes	Straight	2 Changed Lanes Improperly,Other	No Contributing Factors	Lanes	Lanes
7685568	Jonesboro Police Department	7/2/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkLighted	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7688352	Jonesboro Police Department	7/6/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7691977	Jonesboro Police Department	7/9/2020	CLAYTON	FAYETTEVILLE RD	FAYETTE AVE	0	0 Rear End	Daylight	Wet	West	West	Backing	Stopped	2 Driver Condition	No Contributing Factors	Traffic Signal	Traffic Signal
7694324	Jonesboro Police Department	7/1/2020	CLAYTON	TARA BLVD	FAYETTEVILLE ROAD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Making U-turn	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7709572	Jonesboro Police Department	7/27/2020	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7710773	Jonesboro Police Department	7/28/2020	CLAYTON	TARA BLVD SB	FLINT RIVER RD	0	0 Angle	Daylight	Dry	South	South	Turning Left	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7719695	Jonesboro Police Department	8/3/2020	CLAYTON	FAYETTE AVE.	FAYETTEVILLE RD.	0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	East	N/A	Straight	N/A	1 Under the Influence (U.I.)	N/A	Lanes	N/A
7719697	Jonesboro Police Department	8/4/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7723425	Jonesboro Police Department	8/6/2020	CLAYTON	TARA BLVD SB	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close,Misjudged Clearance	No Contributing Factors	Traffic Signal	Lanes
7732249	Jonesboro Police Department	8/8/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Angle	Daylight	Dry	South	South	Straight	Straight	2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7740395	Jonesboro Police Department	8/15/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	DarkLighted	Wet	North	North	Straight	Stopped	3 Other	No Contributing Factors	Traffic Signal	Traffic Signal
7748549	Clayton Co Police Department	8/22/2020	CLAYTON	FLINT RIVER	TARA BLVD	0	0 Rear End	DarkLighted	Dry	East	East	Turning Left	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7750442	Clayton Co Police Department	8/24/2020	CLAYTON	FLINT RIVER RD	TAYLOR RD	0	0 Angle	Daylight	Wet	West	South	Turning Left	Turning Left	2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7769692	Jonesboro Police Department	9/10/2020	CLAYTON	FLINT RIVER ROAD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7770935	Clayton Co Police Department	9/11/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	DarkNot Lighted	Dry	East	East	Straight	Stopped	2 Under the Influence (U.I.),Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7773680	Jonesboro Police Department	9/13/2020	CLAYTON	TARA BLVD	SR 54	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close,Other	No Contributing Factors	Traffic Signal	Traffic Signal
7774221	Jonesboro Police Department	9/1/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7787040	Jonesboro Police Department	9/25/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7791987	Jonesboro Police Department	9/30/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7803992	Jonesboro Police Department	10/9/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Straight	Straight	2 Failed to Yield,Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
7810118	Jonesboro Police Department	10/11/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	Daylight	Dry	North	North	Straight	Turning Left	2 Under the Influence (U.I.),Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal
7817888	Clayton Co Police Department	10/20/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	2	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7822564	Clayton Co Police Department	10/24/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Sideswipe-Same Direction	DarkLighted	Wet	South	South	N/A	Parked	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7849059	Jonesboro Police Department	10/23/2020	CLAYTON	TARA BLVD.	FLINT RIVER RD.	0	0 Rear End	DarkLighted	Dry	East	East	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
7851356	Clayton Co Police Department	11/15/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	1	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7852497	Jonesboro Police Department	11/3/2020	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Angle	Daylight	Dry	West	West	Turning Left	Straight	2 Failed to Yield,Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7863495	Clayton Co Police Department	11/24/2020	CLAYTON	FLINT RIVER RD	KENDRICK RD	0	0 Rear End	Daylight	Dry	East	East	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7863933	Jonesboro Police Department	11/21/2020	CLAYTON	FAYETTEVILLE RD	TARA BLVD	1	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7867807	Jonesboro Police Department	11/29/2020	CLAYTON	TARA BLVD	FAYETTEVILLE	0	0 Head On	DarkNot Lighted	Dry	East	North	Turning Left	Straight	2 Failed to Yield	Failed to Yield	Traffic Signal	Traffic Signal
7869396	Jonesboro Police Department	11/19/2020	CLAYTON	TARA BLVD.	FLINT RIVER RD.	0	0 Rear End	DarkLighted	Dry	None	North	N/A	Straight	2 N/A	No Contributing Factors	No Control Present	Lanes
7871691	Jonesboro Police Department	11/26/2020	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7876974	Jonesboro Police Department	12/5/2020	CLAYTON	FLINT RIVER	TARA BLVD SB	0	0 N/A	N/A	N/A	East	East	Turning Right	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7879738	Jonesboro Police Department	11/27/2020	CLAYTON	TARA BLVD	FLINT RIVER RD	0	0 Rear End	Daylight	Dry	South	South	Turning Right	Turning Right	2 Following too Close	No Contributing Factors	Yield Sign	Yield Sign
7880491	Jonesboro Police Department	12/8/2020	CLAYTON	TARA BLVD.	FAYETTEVILLE RD.	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7890166	Clayton Co Police Department	12/16/2020	CLAYTON	FLINT RIVER RD	TARA BLVD	0	0 Rear End	DarkNot Lighted	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7893791	Jonesboro Police Department	12/18/2020	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2 Improper Backing	No Contributing Factors	Lanes	Lanes
7897578	Jonesboro Police Department	12/21/2020	CLAYTON	FLINT RIVER RD.	TARA BLVD.	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7900128	Jonesboro Police Department	12/24/2020	CLAYTON	GA-3	FLINT RIVER ROAD	0	0 Angle	DarkLighted	Wet	South	South	Straight	Turning Left	2 No Contributing Factors,Misjudged Clearance	No Contributing Factors,Misjudged Clearance	Traffic Signal	Traffic Signal
7900462	Jonesboro Police Department	12/25/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7901629	Jonesboro Police Department	12/27/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7990170	Jonesboro Police Department	10/10/2020	CLAYTON	TARA BLVD	FAYETTEVILLE RD	0	0 Angle	Daylight	Dry	North	North	Straight	Turning Left	2 Under the Influence (U.I.),Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal

TARA BLVD (SR 3) & FAYETTEVILLE RD (SR 54)

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5617718	Clayton Co Police Department	1/30/2016	CLAYTON	SR 3 N	SR 54	0	0	Rear End	Daylight	Dry	North	None	Backing	Stopped		2 Improper Backing	No Contributing Factors	Lanes	Lanes
5629364	Clayton Co Police Department	2/7/2016	CLAYTON	SR 3 N	SR 54	0	0	Rear End	DarkLighted	Dry	N/A	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5638135	Clayton Co Police Department	2/15/2016	CLAYTON	SR 54 E	SR 3	2	0	Rear End	DarkLighted	Wet	East	West	Straight	Stopped		2 Weather Conditions,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
5763363	Jonesboro Police Department	1/14/2016	CLAYTON	TARA BLVD		0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
5763364	Jonesboro Police Department	1/14/2016	CLAYTON	TARA BLVD	STATE ROAD 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763365	Jonesboro Police Department	1/14/2016	CLAYTON	TARA BLVD	STATE ROAD 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763371	Jonesboro Police Department	1/21/2016	CLAYTON	TARA BLVD	HIGHWAY 54	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5645538	Clayton Co Police Department	2/21/2016	CLAYTON	SR 3 N	SR 54	1	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763386	Jonesboro Police Department	2/5/2016	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763400	Jonesboro Police Department	2/22/2016	CLAYTON	HIGHWAY 54	TARA BLVD	0	0	Rear End	Daylight	Wet	East	East	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763401	Jonesboro Police Department	2/22/2016	CLAYTON	GA HWY 54	US HWY 19 41 TARA BLVD	0	0	Rear End	Daylight	Wet	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5729940	Clayton Co Police Department	4/24/2016	CLAYTON	SR 3 N	SR 54	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	North	N/A	Straight	N/A		1 Driver Lost Control	N/A	Lanes	N/A
5763410	Jonesboro Police Department	3/1/2016	CLAYTON	S.R. 3	S.R. 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763418	Jonesboro Police Department	3/5/2016	CLAYTON	HWY 54	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Turning Left	Turning Left		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763426	Jonesboro Police Department	3/13/2016	CLAYTON	STATE ROUTE 54	TARA BOULEVARD	0	0	Angle	DarkLighted	Dry	East	South	Turning Left	Straight		2 Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5763432	Jonesboro Police Department	3/18/2016	CLAYTON	TARA BLVD	STATE ROAD 54	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Right	Turning Right		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
5763433	Jonesboro Police Department	3/18/2016	CLAYTON	TARA BLVD	HWY 54	0	0	Sideswipe-Same Direction	Daylight	Dry	North	N/A	Changing Lanes	N/A		1 Changed Lanes Improperly	N/A	Traffic Signal	N/A
5763443	Jonesboro Police Department	3/26/2016	CLAYTON	GA HWY 54	TARA BLVD	0	0	Rear End	Daylight	Wet	East	East	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5763460	Jonesboro Police Department	4/4/2016	CLAYTON	TARA BLVD	GA HWY 54	0	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5763461	Jonesboro Police Department	4/4/2016	CLAYTON	TARA BLVD	GA HWY 54	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763466	Jonesboro Police Department	4/12/2016	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
5763467	Jonesboro Police Department	4/12/2016	CLAYTON	TARA BLVD	SR54	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A		1 Following too Close,Weather Conditions	N/A	Traffic Signal	N/A
5851818	Clayton Co Police Department	7/22/2016	CLAYTON	SR 54	SR 3	2	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Changing Lanes		2 Other	Other	Traffic Signal	Traffic Signal
5763498	Jonesboro Police Department	5/6/2016	CLAYTON	TARA BLVD	HIGHWAY 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	N/A	Traffic Signal	Traffic Signal
5763505	Jonesboro Police Department	5/9/2016	CLAYTON	S.R. 3	S.R. 54	0	0	Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5766160	Jonesboro Police Department	5/22/2016	CLAYTON	HIGHWAY 54	TARA BLVD SB	0	0	Rear End	DarkLighted	Dry	East	East	Turning Right	Making U-turn		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5802726	Jonesboro Police Department	5/23/2016	CLAYTON	TARA BLVD. HWY. 1941	HWY. 54	1	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5802720	Jonesboro Police Department	6/16/2016	CLAYTON	SR 54	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5850852	Jonesboro Police Department	7/23/2016	CLAYTON	GA. HWY 1941; S.R. 3; TARA BLVD	S.R. 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close,Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
5872285	Jonesboro Police Department	8/10/2016	CLAYTON	S.R. 3; HWY. 1941; TARA BLVD.	S.R. 54; FAYETTEVILLE ROAD	1	0	Rear End	Daylight	Wet	North	North	Straight	Straight		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5902599	Jonesboro Police Department	9/2/2016	CLAYTON	TARA BLVD	SR 54	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5938156	Jonesboro Police Department	9/28/2016	CLAYTON	HWY 54	TARA BLVD	0	0	Rear End	Dusk	Dry	East	East	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6005187	Jonesboro Police Department	11/18/2016	CLAYTON	GA HWY 3 TARA BLVD	GA HWY 54	0	0	Angle	Daylight	Dry	West	South	Turning Right	Straight		2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
6012309	Jonesboro Police Department	11/24/2016	CLAYTON	HWY 54	GA 3	0	0	Rear End	DarkNot Lighted	Dry	East	East	Turning Right	Turning Right		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6069358	Jonesboro Police Department	1/5/2017	CLAYTON	S HWY 19 41 TARA BLVD	GA HWY 54	0	0	Rear End	Daylight	Dry	South	South	N/A	N/A		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6120499	Jonesboro Police Department	2/15/2017	CLAYTON	GA 3	HWY 54	0	0	Sideswipe-Same Direction	Daylight	Wet	South	South	Straight	Straight		2 Weather Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6120452	Jonesboro Police Department	2/16/2017	CLAYTON	GA-3	STATE ROAD 54	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6130294	Jonesboro Police Department	2/25/2017	CLAYTON	HWY 54	GA 3	1	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6143342	Jonesboro Police Department	3/8/2017	CLAYTON	TARA BLVD	SR 54	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6159162	Jonesboro Police Department	3/21/2017	CLAYTON	GA-3	STATE ROAD 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6165024	Jonesboro Police Department	3/24/2017	CLAYTON	STATE ROAD 54	GA-3	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Straight	Straight		2 Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
6363867	Clayton Co Police Department	8/22/2017	CLAYTON	TARA BLVD	FAYETTEVILLE RD	2	0	Angle	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
6228116	Jonesboro Police Department	5/10/2017	CLAYTON	GA 3	SR 54	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6228117	Jonesboro Police Department	5/10/2017	CLAYTON	GA 3	SR 54	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight		2 Misjudged Clearance	Misjudged Clearance	Lanes	Lanes
6257467	Jonesboro Police Department	5/31/2017	CLAYTON	HWY 54	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Changing Lanes	Straight		2 No Contributing Factors,Changed Lanes Improperly,Other	No Contributing Factors,Other	Traffic Signal	Traffic Signal
6272693	Jonesboro Police Department	6/13/2017	CLAYTON	TARA BLVD	HIGHWAY 54	1	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6339955	Jonesboro Police Department	8/3/2017	CLAYTON	GA 3	SR 54	0	0	Rear End	Daylight	Dry	North	North	Straight	N/A		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6309452	Jonesboro Police Department	7/14/2017	CLAYTON	TARA BLVD SR 19-41	HWY 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6358997	Jonesboro Police Department	8/18/2017	CLAYTON	GA 3	HWY 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6386634	Jonesboro Police Department	9/9/2017	CLAYTON	GA 3	SR 54	0	0	Rear End	Daylight	Dry	None	North	N/A	Stopped		2 Following too Close	No Contributing Factors	No Control Present	Traffic Signal
6394553	Jonesboro Police Department	9/16/2017	CLAYTON	GA 3	HIGHWAY 54	1	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6401216	Jonesboro Police Department	9/22/2017	CLAYTON	GA 3	GA 54	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6423884	Jonesboro Police Department	10/10/2017	CLAYTON	GA 54	GA 3	0	0	Rear End	Daylight	Dry	South	South	Turning Right	Turning Right		2 Following too Close	N/A	Lanes	Lanes
6471959	Jonesboro Police Department	11/9/2017	CLAYTON	GA-3	STATE ROAD 54	0	0	N/A	N/A	N/A	None	North	N/A	Straight		3 N/A	Following too Close	No Control Present	No Control Present
6477548	Jonesboro Police Department	11/15/2017	CLAYTON	TARA BLVD.	HIGHWAY 54	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly,Reaction to Object or Animal	No Contributing Factors	Lanes	Lanes
6526267	Jonesboro Police Department	12/22/2017	CLAYTON	HWY 54	GA 3	0	0	Rear End	Daylight	Dry	East	East	Turning Left	Turning Left		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6583421	Clayton Co Police Department	2/7/2018	CLAYTON	TARA BLVD	FAYETTEVILLE RD	2	0	Sideswipe-Opposite Direction	Daylight	Wet	South	N/A	Straight	Stopped		2 Following too Close,Disregard Police - Evasion	No Contributing Factors	Traffic Signal	Traffic Signal
6534995	Jonesboro Police Department	1/1/2018	CLAYTON	GA 3	HIGHWAY 54	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6557103	Jonesboro Police Department	1/17/2018	CLAYTON	HWY 54	TARA BLVD	0	0	Angle	DarkLighted	Snow	South	West	Turning Right	Turning Left		2 Driver Lost Control	No Contributing Factors	Lanes	Lanes
6630434	Clayton Co Police Department	3/12/2018	CLAYTON	TARA BLVD	SR 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6655697	Clayton Co Police Department	4/2/2018	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Dry	N/A	N/A	Turning Left	Turning Left		2 Improper Turn	No Contributing Factors	Lanes	Lanes
6588232	Jonesboro Police Department	2/10/2018	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	Dawn	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6636957	Jonesboro Police Department	3/17/2018	CLAYTON	GA-3	STATE ROAD 54	0	0	Sideswipe-Same Direction	DarkLighted	Dry	North	North	Turning Right	Turning Left		2 Failed to Yield,Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
6681257	Jonesboro Police Department	4/20/2018	CLAYTON	HWY 54	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Dry	East	East	Straight	Straight		2 Other	Other	Lanes	Lanes
6684597	Jonesboro Police Department	4/25/2018	CLAYTON	HIGHWAY 54	GA 3	0	0	Angle	DarkLighted	Dry	South	East	Straight	Stopped		2 Driver Lost Control,Other	No Contributing Factors	Traffic Signal	Traffic Signal
6704763	Jonesboro Police Department	5/10/2018	CLAYTON	TARA BLVD SOUTHBOUND	HYW 54	0	0	Rear End	Daylight	Dry	South	None	Straight	N/A		2 Following too Close	N/A	Lanes	No Control Present
6706429	Jonesboro Police Department	5/11/2018	CLAYTON	TARA BLVD	HWY 54	0	0	Angle	Daylight	Dry	South	East	Straight	Turning Left		4 Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6731756	Jonesboro Police Department	5/31/2018	CLAYTON	TARA BLVD.	HWY 54	1	0	Angle	Daylight	Dry	South	South	Straight	Straight		2 Failed to Yield,Disregard Police - Traffic Con,Other,Reckless Driving	No Contributing Factors	Traffic Signal	Traffic Signal
6780130	Jonesboro Police Department	6/26/2018	CLAYTON	HWY 54	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Left	Turning Left		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6797211	Jonesboro Police Department	7/5/2018	CLAYTON	TARA BLVD	STATE ROAD 54	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6807481	Jonesboro Police Department	7/28/2018	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6817894	Jonesboro Police Department	7/30/2018	CLAYTON	HWY 54	TARA BLVD	0	0	Rear End	DarkNot Lighted	Dry	East	East	Straight	Stopped		2 Under the Influence (U.I.),Following too Close,Driver Condition	No Contributing Factors	Lanes	Lanes
6828089	Jonesboro Police Department	8/11/2018	CLAYTON	TARA BLVD SB	HWY. 54	0	0	Rear End	Daylight	Dry	South	South	Turning Right	Turning Right		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6893291	Jonesboro Police Department	9/25/2018	CLAYTON	HWY 54	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6903587	Jonesboro Police Department	10/5/2018	CLAYTON	SR 54	TARA BLVD	0	0	Sideswipe-Opposite Direction	DarkNot Lighted	Dry	West	East	Turning Right	Stopped		2 Wrong Side of Road,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6924957	Jonesboro Police Department	10/17/2018	CLAYTON	STATE ROAD 54	GA-3	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	East	East	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6939899	Jonesboro Police Department	10/25/2018	CLAYTON	TARA BLVD	HWY 54	1	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6943618	Jonesboro Police Department	11/3/2018	CLAYTON	FAYETTEVILLE ROAD	TARA BLVD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6956917	Jonesboro Police Department	11/13/2018	CLAYTON	TARA BLVD	HIGHWAY 54	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6958259	Jonesboro Police Department	11/14/2018	CLAYTON	TARA BLVD.	HWY 54	0	0	Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6979748	Jonesboro Police Department	11/28/2018	CLAYTON	TARA BLVD N.B	S.R 54	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Changing Lanes		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7039264	Jonesboro Police Department	1/3/2019	CLAYTON	TARA BOULEVARD	GA HWY 54	0	0	Sideswipe-Same Direction	Daylight	Wet	South	South	Straight	Stopped		2 Other	No Contributing Factors	Lanes	Lanes
7039175	Jonesboro Police Department	1/9/2019	CLAYTON	TARA BLVD	HYW 54	0	0	Angle	Daylight	Dry	South	West	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7042234	Jonesboro Police Department	1/13/2019	CLAYTON	TARA BOULEVARD	GA HWY 54	0	0	Rear End	Daylight	Dry	East	South	Turning Right	Turning Right		2 Following too Close	No Contributing Factors	Lanes	Lanes
7136465	Clayton Co Police Department	3/23/2019	CLAYTON	FAYETTEVILLE RD	TARA BLVD	0	0	Sideswipe-Opposite Direction	DarkLighted	Dry	West	East	Turning Right	Stopped		2 Changed Lanes Improperly,Driver Condition	No Contributing Factors	Lanes	Lanes
7097909	Jonesboro Police Department	2/23/2019	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7207591	Clayton Co Police Department	5/15/2019	CLAYTON	FAYETTEVILLE RD	TARA BLVD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Changing Lanes	N/A		1 Changed Lanes Improperly	N/A	Lanes	N/A
7109625	Jonesboro Police Department	3/4/2019	CLAYTON	TARA BLVD.	HIGHWAY 54	0	0	Rear End	Daylight	Dry	South	South	N/A	Straight		2 Changed Lanes Improperly,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7115305	Jonesboro Police Department	3/8/2019	CLAYTON	TARA BLVD	HWY 54	1	0	Angle	Daylight	Dry	South	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7115512	Jonesboro Police Department	3/8/2019	CLAYTON	TARA BLVD	STATE ROAD 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7115306	Jonesboro Police Department	3/8/2019	CLAYTON	SR 54	TARA BLVD	0	0	Rear End	DarkNot Lighted	Dry	None	East	N/A	Stopped		2 N/A	No Contributing Factors	No Control Present	Traffic Signal
7130417	Jonesboro Police Department	3/14/2019	CLAYTON	TARA BLVD.	HIGHWAY 54	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Right	Turning Right		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7123524	Jonesboro Police Department	3/14/2019	CLAYTON	TARA BLVD.	HIGHWAY 54	1	0	Rear End	Daylight	Dry	North	North	N/A	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7153706	Jonesboro Police Department	4/5/2019	CLAYTON	HIGHWAY 54	TARA BLVD.	0	0	Rear End	DarkLighted	Wet	East	East	Turning Left	Turning Left		2 Following too Close	No Contributing Factors	Lanes	Lanes
7154435	Jonesboro Police Department	4/6/2019	CLAYTON	TARA BLB	STATE ROAD 54	0	0	Angle	Daylight	Dry	South	East	Straight	Straight		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7201159	Jonesboro Police Department	5/10/2019	CLAYTON	TARA BLVD	HWY 54	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		4 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7221596	Jonesboro Police Department	5/21/2019	CLAYTON	GA-3	SOUTH AVENUE	0	0	Sideswipe-Same Direction	DarkLighted	Dry	N/A	North	N/A	Straight		2 N/A	No Contributing Factors	N/A	No Control Present

7254162	Jonesboro Police Department	6/17/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7259728	Jonesboro Police Department	6/24/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Straight	Straight	2 Changed Lanes Improperly	No Contributing Factors	N/A	N/A
7305143	Jonesboro Police Department	7/31/2019	CLAYTON	TARA BOULEVARD	GA HWY 54	0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7312848	Jonesboro Police Department	8/7/2019	CLAYTON	TARA BLVD.	HWY 54	0	0 Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Turning Right	N/A	1 No Contributing Factors,Too Fast For Conditions,Other	N/A	Traffic Signal	N/A
7326987	Jonesboro Police Department	8/19/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Other	No Contributing Factors	Traffic Signal	Traffic Signal
7326998	Jonesboro Police Department	8/20/2019	CLAYTON	TARA BLVD	HIGHWAY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7335015	Jonesboro Police Department	8/27/2019	CLAYTON	TARA BLVD.	HIGHWAY 54	0	0 Rear End	Daylight	Wet	North	North	Straight	N/A	2 Following too Close	No Contributing Factors	Lanes	Lanes
7334899	Jonesboro Police Department	8/27/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Dawn	Wet	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7344984	Jonesboro Police Department	9/5/2019	CLAYTON	HWY 54	TARA BLVD.	0	0 Rear End	Daylight	Dry	West	West	Turning Right	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7365471	Jonesboro Police Department	9/23/2019	CLAYTON	STATE ROAD 54	GA-3	0	0 Sideswipe-Opposite Direction	Daylight	Dry	West	East	Turning Left	Stopped	2 Wrong Side of Road,Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
7378737	Jonesboro Police Department	10/3/2019	CLAYTON	TARA BLVD.	HWY 54	0	0 Sideswipe-Same Direction	DarkLighted	Dry	None	North	N/A	Straight	2 N/A	No Contributing Factors	N/A	N/A
7408675	Jonesboro Police Department	10/25/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Sideswipe-Opposite Direction	DarkLighted	Wet	South	East	Straight	Turning Left	3 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7411180	Jonesboro Police Department	10/30/2019	CLAYTON	TARA BLVD	SR-54	0	0 Rear End	Daylight	Wet	North	North	Straight	Straight	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7444608	Jonesboro Police Department	11/21/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7472849	Jonesboro Police Department	12/7/2019	CLAYTON	GA-3	SR 54	0	0 Angle	Daylight	Dry	South	East	Straight	Turning Left	2 No Contributing Factors,Misjudged Clearance	No Contributing Factors,Misjudged Clearance	Traffic Signal	Traffic Signal
7486970	Jonesboro Police Department	12/17/2019	CLAYTON	GA-3	STATE ROAD 54	0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7495604	Jonesboro Police Department	12/18/2019	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7491881	Jonesboro Police Department	12/24/2019	CLAYTON	TARA BLVD	HIGHWAY 54	0	0 Angle	DarkLighted	Wet	South	East	Straight	Turning Left	2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7495611	Jonesboro Police Department	12/28/2019	CLAYTON	TARA BLVD	SR 54	0	0 Sideswipe-Same Direction	DarkLighted	Wet	North	North	Straight	Straight	2 Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
7510333	Jonesboro Police Department	1/9/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Turning Right	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7510755	Jonesboro Police Department	1/9/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7528427	Jonesboro Police Department	1/24/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Not A Collision with Motor Vehicle	Daylight	Wet	North	N/A	Turning Left	N/A	1 Driver Lost Control	N/A	Lanes	N/A
7533719	Jonesboro Police Department	1/30/2020	CLAYTON	TARA BLVD	SR 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7533720	Jonesboro Police Department	1/30/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7536097	Jonesboro Police Department	1/31/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Wet	South	South	Straight	Turning Right	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7556053	Jonesboro Police Department	2/16/2020	CLAYTON	GA-3	STATE ROAD 54	0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	3 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7579162	Jonesboro Police Department	3/9/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7756857	Clayton Co Police Department	8/29/2020	CLAYTON	TARA RD	FAYETTEVILLE RD	0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight	2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7770926	Clayton Co Police Department	9/11/2020	CLAYTON	FAYETTEVILLE RD	TARA BLVD	3	0 Sideswipe-Opposite Direction	Daylight	Dry	East	South	Turning Right	Turning Left	2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7628101	Jonesboro Police Department	5/3/2020	CLAYTON	SR 54	TARA BLVD	0	0 Rear End	DarkLighted	Dry	None	East	N/A	Turning Left	2 N/A	No Contributing Factors	No Control Present	Traffic Signal
7642848	Jonesboro Police Department	5/20/2020	CLAYTON	HWY 54	TARA BLVD	0	0 Sideswipe-Same Direction	Daylight	Wet	East	East	Turning Right	Turning Right	2 Misjudged Clearance	No Contributing Factors	Traffic Signal	Traffic Signal
7691994	Jonesboro Police Department	7/9/2020	CLAYTON	GA-3	STATE ROAD 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7695497	Jonesboro Police Department	7/13/2020	CLAYTON	HWY 54	TARA BLVD	0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7700459	Jonesboro Police Department	7/17/2020	CLAYTON	TARA BLVD NB	HWY 54	1	0 Rear End	Daylight	Dry	North	North	Straight	Straight	3 Following too Close	Following too Close	Lanes	Lanes
7708199	Jonesboro Police Department	7/25/2020	CLAYTON	TARA BLVD	SR 54	0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Straight	Straight	5 Following too Close,Texting (Distracted)	No Contributing Factors	Traffic Signal	Traffic Signal
7714545	Jonesboro Police Department	8/1/2020	CLAYTON	TARA BLVD SB	HWY 54	0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped	3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7714892	Jonesboro Police Department	8/2/2020	CLAYTON	STATE ROAD 54	GA-3	1	0 Rear End	Daylight	Dry	East	East	Straight	N/A	2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7738734	Jonesboro Police Department	8/13/2020	CLAYTON	TARA BLVD	SR 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	3 Following too Close	Following too Close	No Control Present	No Control Present
7753184	Jonesboro Police Department	8/23/2020	CLAYTON	HWY 54	TARA BLVD	0	0 Angle	Daylight	Dry	South	East	Turning Right	Turning Left	3 Under the Influence (U.I.),Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
7758379	Jonesboro Police Department	8/30/2020	CLAYTON	TARA BLVD SB	HWY 54	0	0 Rear End	DarkLighted	Wet	South	South	Backing	Stopped	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7810116	Jonesboro Police Department	10/10/2020	CLAYTON	TARA BLVD SB	HWY 54	0	0 Angle	Daylight	Dry	South	North	Straight	Turning Left	2 Under the Influence (U.I.),Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal
7805543	Jonesboro Police Department	10/10/2020	CLAYTON	TARA BLVD	FAYETEVILLE RDSR 54	0	0 Rear End	Daylight	Wet	North	North	Straight	Straight	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7809289	Jonesboro Police Department	10/8/2020	CLAYTON	TARA BLVD	HWY 54	0	0 Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7852479	Jonesboro Police Department	10/30/2020	CLAYTON	TARA BLVD	SR 54	0	0 Rear End	Daylight	Dry	North	N/A	Stopped	N/A	1 No Contributing Factors	N/A	Traffic Signal	N/A
7849063	Jonesboro Police Department	11/6/2020	CLAYTON	TARA BLVD SB	HWY 54	1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7120192	Gsp Post 00	3/12/2019	CLAYTON	1941 TARA BOULEVARD SOUTH	GA 54	0	1 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	South	Straight	N/A	1 No Contributing Factors	Other	No Control Present	Lanes
7092123	Gsp Post 00	2/18/2019	CLAYTON	TARA BOULEVARD	STATE ROUTE 54	1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present

TARA BLVD (SR 3) & POST WAY

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5763399	Jonesboro Police Department	2/21/2016	CLAYTON	TARA BLVD	DEPUTY RICK DALY		0	0 Rear End	Daylight	Wet	North	North	Straight	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5711470	Clayton Co Police Department	4/11/2016	CLAYTON	SR 3 S	DEPUTY RICK DALEY MEMORIAL BLVD		0	0 Rear End	DarkLighted	Wet	South	South	Straight	Stopped		2 Under the Influence (U.I.),Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
5763455	Jonesboro Police Department	4/2/2016	CLAYTON	TARA BLVD	DEP RICK DAILY MEM		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5763463	Jonesboro Police Department	4/4/2016	CLAYTON	S.R. 3	DEPUTY RICK DAILY MEMORIAL BLVD.		1	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	N/A	North	N/A	Straight		1 Other	No Contributing Factors	Other	Traffic Signal
5763475	Jonesboro Police Department	4/20/2016	CLAYTON	TARA BLVD	RICK DAILY BLVD		0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5763503	Jonesboro Police Department	5/7/2016	CLAYTON	S.R. 3	DEPUTY RICK DAILY MEMORIAL BLVD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5763502	Jonesboro Police Department	5/7/2016	CLAYTON	S.R.3	DEPUTY RICK DAILY MEMORIAL BLVD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5768054	Jonesboro Police Department	5/23/2016	CLAYTON	TARA BLVD	DEPUTY RICK DAILY MEMORIAL		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5802703	Jonesboro Police Department	6/3/2016	CLAYTON	TARA BLVD	DEPTY RICK DALY MEMORIAL BLVD		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight		2 Under the Influence (U.I.),Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5819907	Jonesboro Police Department	7/4/2016	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Angle	DarkLighted	Dry	North	N/A	Straight	N/A		1 N/A	N/A	Lanes	N/A
5972495	Jonesboro Police Department	10/16/2016	CLAYTON	TARA BLVD.	DEP. RICK DALY		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	North	N/A	Straight	N/A		1 No Contributing Factors	N/A	No Control Present	N/A
6035070	Jonesboro Police Department	12/9/2016	CLAYTON	TARA BLVD.	DEP. RICK DALY MEM.		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6035315	Jonesboro Police Department	12/10/2016	CLAYTON	TARA BLVD.	RICK DALY BLVD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6114749	Jonesboro Police Department	2/6/2017	CLAYTON	GA-3	DEP. RICK DALY MEMORIAL BLVD		1	0 Angle	DarkNot Lighted	Dry	North	South	Turning Left	Straight		2 Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6130349	Jonesboro Police Department	2/21/2017	CLAYTON	GA-3	DEPTY RICK DALY MEMORIAL BOLEVARD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	No Control Present
6206317	Lovejoy PD	3/29/2017	CLAYTON	TARA BOULEVARD	Lovejoy Road		1	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	N/A	N/A	N/A	N/A		0 N/A	No Contributing Factors	N/A	No Control Present
6174151	Jonesboro Police Department	4/1/2017	CLAYTON	TARA BLVD.	DEPTY RICHARD DAILY		0	0 Rear End	Daylight	Dry	South	South	Stopped	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6205634	Jonesboro Police Department	4/24/2017	CLAYTON	TARA BLVD SB	DEPTY RICK DAILY BLVD.		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close,Other	No Contributing Factors	Lanes	Lanes
6174571	Lovejoy PD	4/1/2017	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	Daylight	Dry	North	North	Backing	Stopped		2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
6243968	Jonesboro Police Department	5/22/2017	CLAYTON	TARA BLVD	RICK DAILY BLVD		0	0 Sideswipe-Same Direction	Daylight	Wet	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6299160	Jonesboro Police Department	7/5/2017	CLAYTON	GA 3	DEPTY RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6309465	Jonesboro Police Department	7/14/2017	CLAYTON	GA 3	DEPTY RICK DALY		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6415253	Jonesboro Police Department	9/24/2017	CLAYTON	GA 3	RICK DALY MEMORIAL BLVD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6526708	Jonesboro Police Department	12/22/2017	CLAYTON	GA 3	DEPUTY RICK DAILY BLVD.		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close,Vision Obscured	No Contributing Factors	Lanes	Lanes
6539523	Jonesboro Police Department	1/4/2018	CLAYTON	TARA BLVD	RICK DALY MEMORIAL BLVD		0	0 Angle	DarkLighted	Dry	North	South	Turning Left	Straight		3 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6580007	Jonesboro Police Department	1/26/2018	CLAYTON				0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6607422	Jonesboro Police Department	2/22/2018	CLAYTON	GA 3	DEP RICK DALY MEM DR		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6619537	Jonesboro Police Department	2/25/2018	CLAYTON	GA 3	RICK DALY MEMORIAL BLVD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6629483	Jonesboro Police Department	3/9/2018	CLAYTON	TARA BLVD	DEPUTY RICK DALY BLVD		1	0 Angle	DarkLighted	Dry	West	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6645580	Jonesboro Police Department	3/23/2018	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Head On	Dusk	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6789577	Jonesboro Police Department	7/11/2018	CLAYTON	GA 3	DEP RICK DALY MEM BLVD		1	0 Angle	Daylight	Dry	North	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6875313	Jonesboro Police Department	9/11/2018	CLAYTON	TARA BLVD	RICK DALY MEMORIDAL BLVD		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Under the Influence (U.I.),Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6884619	Jonesboro Police Department	9/22/2018	CLAYTON	TARA BLVD	RICK DALY BLVD		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Straight		3 Following too Close,Disregard Police - Traffic Con	No Contributing Factors	Traffic Signal	No Control Present
6951167	Jonesboro Police Department	11/8/2018	CLAYTON	TARA BLVD	DEP R DALY MEM BLVD		0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6962939	Jonesboro Police Department	11/16/2018	CLAYTON	TARA BLVD	DEP RICK DALY MEMORIAL BLVD		0	0 Angle	Daylight	Dry	South	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6988266	Jonesboro Police Department	12/4/2018	CLAYTON	TARA BLVD	RICK DALY MEM BLVD		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7042232	Jonesboro Police Department	1/12/2019	CLAYTON	TARA BOULEVARD	DEPUTY RICK DALY MEMORIAL BLVD		1	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7066894	Jonesboro Police Department	1/30/2019	CLAYTON	TARA BLVD.	DEPUTY RICK DAILY MEMORIAL BLVD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close,Other Activity - Mobile Device	No Contributing Factors	Other	Other
7109605	Jonesboro Police Department	3/4/2019	CLAYTON	TARA BLVD	RICK DALY BLVD		1	0 Angle	DarkLighted	Dry	South	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7253454	Clayton Co Police Department	6/19/2019	CLAYTON	TARA BLVD	SILVERSTONE DR		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	No Control Present	No Control Present
7151961	Jonesboro Police Department	4/4/2019	CLAYTON	TARA BLVD	RICK DALY MEMORIAL DR.		1	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	No Control Present
7183552	Jonesboro Police Department	4/30/2019	CLAYTON	RICK DALY MEMORIAL	TARA BLVD		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7279289	Jonesboro Police Department	7/10/2019	CLAYTON	TARA BLVD	DEPUTY RICK DALY BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7290888	Jonesboro Police Department	7/16/2019	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Angle	Daylight	Dry	West	South	Turning Left	Straight		2 Failed to Yield,Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7291632	Jonesboro Police Department	7/21/2019	CLAYTON	TARA BLVD	RICK DALY MEMORIAL		0	0 Rear End	Dusk	Dry	South	South	Straight	Straight		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7294728	Jonesboro Police Department	7/23/2019	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	N/A	South	N/A	Straight		1 N/A	No Contributing Factors	N/A	Traffic Signal
7342798	Jonesboro Police Department	9/3/2019	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	South	South	Stopped	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7388076	Jonesboro Police Department	10/3/2019	CLAYTON	GA-3	DEPUTY RICK DALY MEMORIAL BOULEVARD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7385608	Jonesboro Police Department	10/10/2019	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	North	N/A	Straight	N/A		1 No Contributing Factors	N/A	Traffic Signal	N/A
7408728	Jonesboro Police Department	10/27/2019	CLAYTON	GA-3	DEPUTY RICK DALY MEMORIAL BOULEVARD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		3 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7474577	Jonesboro Police Department	12/12/2019	CLAYTON	GA-3	DEP R DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7482286	Jonesboro Police Department	12/17/2019	CLAYTON	GA-3	DEPUTY RICK DALY MEMORIAL BOULEVARD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7484159	Jonesboro Police Department	12/18/2019	CLAYTON	TARA BLVD	DEP RICK DALY MEMORIAL BLVD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7562696	Jonesboro Police Department	2/25/2020	CLAYTON	TARA BLVD	DEPUTY RICK DALY BLVD		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 No Contributing Factors,Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7643674	Jonesboro Police Department	5/7/2020	CLAYTON	TARA BLVD	RICK DALY MEMORIAL RD		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	No Control Present	Yield Sign
7640005	Jonesboro Police Department	5/15/2020	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7676179	Jonesboro Police Department	6/24/2020	CLAYTON	TARA BLVD SB	RICK DAILY PKWY		2	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7694403	Jonesboro Police Department	7/9/2020	CLAYTON	TARA BLVD	DEPUTY RICK DALY BLVD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7708810	Jonesboro Police Department	7/26/2020	CLAYTON	TARA BLVD	DEP RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	No Control Present	No Control Present
7708811	Jonesboro Police Department	7/26/2020	CLAYTON	TARA BLVD	DEP RICK DALY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	No Control Present	No Control Present
7714011	Jonesboro Police Department	8/1/2020	CLAYTON	TARA BLVD NB	RICK DALEY PKWY		0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	North	N/A	Turning Right	N/A		1 Following too Close,Changed Lanes Improperly	N/A	Traffic Signal	N/A
7771733	Jonesboro Police Department	9/12/2020	CLAYTON	TARA BLVD SB	RICHARD DAILY MEMORIAL BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7806019	Jonesboro Police Department	10/11/2020	CLAYTON	GA-3	DEPUTY RICK DALY PARKWAY		0	0 Rear End	DarkLighted	Wet	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7869397	Jonesboro Police Department	11/22/2020	CLAYTON	TARA BLVD	DEP. RICK DAILY MEM. BLVD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7892626	Jonesboro Police Department	12/16/2020	CLAYTON	TARA BLVD	DEPUTY RICK DALY POST WAY		0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7917250	Jonesboro Police Department	12/29/2020	CLAYTON	TARA BLVD	POST WAY		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 No Contributing Factors,Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
5755953	Gsp Post 00	5/13/2016	CLAYTON	TARA BLVD 10 FEET SOUTH OF RIC			1	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
6527797	Gsp Post 00	12/21/2017	CLAYTON	TARA BLVD	DEPUTY RICK DALY MEMORIAL BOUL		0	0 Angle	Daylight	Wet	North	East	Straight	Other		2 No Contributing Factors,Disregard Stop Sign/Signal,Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal

TARA BLVD (SR 3) & POSTON RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5604375	Clayton Co Police Department	1/18/2016	CLAYTON	POSTON RD	SR 3		0	0 Head On	Daylight	Dry	West	East	Straight	Stopped		2 Other	No Contributing Factors	Lanes	Lanes
5637135	Clayton Co Police Department	2/12/2016	CLAYTON	SR 3	POSTON RD		0	1 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5763374	Jonesboro Police Department	1/27/2016	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Sideswipe-Same Direction	DarkNot Lighted	Wet	North	North	Straight	Straight		2 Other	Other	Lanes	Lanes
5681867	Clayton Co Police Department	3/20/2016	CLAYTON	SR 3 S	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5781100	Clayton Co Police Department	5/31/2016	CLAYTON	SR 3 N	POSTON RD		0	0 Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5863210	Clayton Co Police Department	8/4/2016	CLAYTON	US 3 S	POSTON RD		4	0 Angle	Daylight	Dry	East	East	Straight	Turning Left		2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5802729	Jonesboro Police Department	5/27/2016	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
5903502	Clayton Co Police Department	9/3/2016	CLAYTON	SR 3 N	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
5923524	Clayton Co Police Department	9/18/2016	CLAYTON	SR 3 N	POSTON RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6003941	Clayton Co Police Department	11/17/2016	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6011843	Clayton Co Police Department	11/24/2016	CLAYTON	SR 3 N	POSTON RD		0	0 Not A Collision with Motor Vehicle	Dawn	Dry	North	N/A	Straight	N/A		1 Reaction to Object or Animal	N/A	Lanes	N/A
6020947	Clayton Co Police Department	12/1/2016	CLAYTON	SR 3 N	POSTON RD		5	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5896940	Jonesboro Police Department	8/24/2016	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
5898356	Jonesboro Police Department	8/28/2016	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5907722	Jonesboro Police Department	9/6/2016	CLAYTON	S.R. 3	POSTON ROAD		1	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6007319	Jonesboro Police Department	11/20/2016	CLAYTON	GA 3	POSTON ROAD		0	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight		2 Following too Close,Other	No Contributing Factors	Traffic Signal	Traffic Signal
6044875	Jonesboro Police Department	12/18/2016	CLAYTON	GA HWY 3 TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6188868	Clayton Co Police Department	4/11/2017	CLAYTON	SR 3 N	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6107122	Jonesboro Police Department	2/5/2017	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	DarkNot Lighted	Dry	None	North	N/A	Straight		2 N/A	No Contributing Factors	Gate	Lanes
6195426	Jonesboro Police Department	4/13/2017	CLAYTON	GA 3	POSTON RD		0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6232336	Jonesboro Police Department	5/13/2017	CLAYTON	TARA BLVD.	POSTON RD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6238104	Jonesboro Police Department	5/17/2017	CLAYTON	TARA BLVD. SB	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		3 Following too Close,Distracted	No Contributing Factors	No Control Present	Lanes
6422755	Clayton Co Police Department	10/9/2017	CLAYTON	SR 3	POSTON RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6464651	Clayton Co Police Department	11/8/2017	CLAYTON	SR 3	POSTON RD 400 FT		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6471487	Clayton Co Police Department	11/12/2017	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Dusk	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6263256	Jonesboro Police Department	6/5/2017	CLAYTON	TARA BLVD.	POSTON RD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6295379	Jonesboro Police Department	7/2/2017	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6330939	Jonesboro Police Department	7/30/2017	CLAYTON	GA-3	POSTON ROAD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6331516	Jonesboro Police Department	7/31/2017	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Stopped		2 Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6346297	Jonesboro Police Department	8/8/2017	CLAYTON	GA HWY 3 TARA BLVD	POSTON ROAD		0	0 Angle	Daylight	Wet	North	North	Turning Left	Straight		2 Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6407924	Jonesboro Police Department	9/27/2017	CLAYTON	POSTON ROAD	TARA BLVD		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6427826	Jonesboro Police Department	10/12/2017	CLAYTON	POSTON ROAD	GA-3		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6493060	Jonesboro Police Department	10/14/2017	CLAYTON	GA 3	POSTON ROAD		0	0 Rear End	Daylight	Dry	South	North	Straight	N/A		2 Following too Close	No Contributing Factors	Traffic Signal	No Control Present
6443307	Jonesboro Police Department	10/22/2017	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight		2 Under the Influence (U.I.),Following too Close,Exceeding Speed Limit	No Contributing Factors	Lanes	Lanes
6454604	Jonesboro Police Department	10/26/2017	CLAYTON	TARA BLVD SR 1941	POSTON RD		0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Straight	N/A		1 Reaction to Object or Animal	N/A	Lanes	N/A
6468887	Jonesboro Police Department	11/11/2017	CLAYTON	GA HWY 3 TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6509603	Jonesboro Police Department	12/12/2017	CLAYTON	TARA BLVD 1941	POSTON RD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		3 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6548141	Jonesboro Police Department	1/11/2018	CLAYTON	GA 3	POSTON ROAD		0	0 Rear End	Daylight	Wet	South	South	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6554966	Jonesboro Police Department	1/16/2018	CLAYTON	GA HIGHWAY 3 TARA BLVD	POSTON RD		0	0 Rear End	DarkNot Lighted	Dry	South	South	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6555305	Jonesboro Police Department	1/17/2018	CLAYTON	POSTON ROAD	TARA BLVD		0	0 Sideswipe-Opposite Direction	Daylight	Ice/Frost	South	East	Turning Right	Turning Left		2 Other	Other	Traffic Signal	Traffic Signal
6671214	Clayton Co Police Department	4/11/2018	CLAYTON	SR 3	POSTON RD		0	0 Rear End	Daylight	Dry	North	None	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6590792	Jonesboro Police Department	2/12/2018	CLAYTON	GA 3	POSTON RD.		1	0 Rear End	Daylight	Wet	North	North	Straight	Straight		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6700866	Clayton Co Police Department	5/8/2018	CLAYTON	SR 3	POSTON RD		1	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6657531	Jonesboro Police Department	4/1/2018	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6671131	Jonesboro Police Department	4/8/2018	CLAYTON	TARA BLVD.	POSTON RD.		2	0 Rear End	DarkLighted	Dry	South	South	Straight	Straight		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6712129	Jonesboro Police Department	5/16/2018	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6717745	Jonesboro Police Department	5/19/2018	CLAYTON	TARA BLVD.	POSTON ROAD		0	0 Rear End	Daylight	Dry	North	North	N/A	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6899348	Clayton Co Police Department	10/3/2018	CLAYTON	POSTON RD	TARA BLVD		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	Other	Lanes	Lanes
6765287	Jonesboro Police Department	6/21/2018	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6770209	Jonesboro Police Department	6/26/2018	CLAYTON	POSTON ROAD	TARA BLVD		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6798890	Jonesboro Police Department	7/19/2018	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6799280	Jonesboro Police Department	7/20/2018	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6850011	Jonesboro Police Department	8/27/2018	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close,Driver Condition	No Contributing Factors	Lanes	Traffic Signal
6884390	Jonesboro Police Department	9/21/2018	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6891755	Jonesboro Police Department	9/25/2018	CLAYTON	TARA BLVD.	POSTON RD.		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Stopped		2 Other	No Contributing Factors	Traffic Signal	Traffic Signal
6914802	Jonesboro Police Department	10/13/2018	CLAYTON	TARA BLVD.	POSTON RD.		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
6924142	Jonesboro Police Department	10/13/2018	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		3 Following too Close	Following too Close	Lanes	Lanes
6935446	Jonesboro Police Department	10/29/2018	CLAYTON	TARA BOULEVARD	POSTON ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6972513	Lovejoy PD	11/22/2018	CLAYTON	TARA BOULEVARD	WAL-MART WAY		1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 N/A	No Contributing Factors	No Control Present	No Control Present
6975138	Lovejoy PD	11/25/2018	CLAYTON	TARA BOULEVARD	Lovejoy Road		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		3 Following too Close	N/A	Traffic Signal	Traffic Signal
6997874	Lovejoy PD	12/10/2018	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Angle	DarkLighted	Wet	East	East	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Yield Sign	Traffic Signal
7014674	Lovejoy PD	12/20/2018	CLAYTON	TARA BOULEVARD	TALMADGE ROAD		0	0 Sideswipe-Same Direction	Daylight	Wet	East	North	Turning Left	Straight		2 No Contributing Factors	No Contributing Factors	Stop Sign	No Control Present
7014535	Lovejoy PD	12/21/2018	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7039170	Jonesboro Police Department	1/7/2019	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7041967	Jonesboro Police Department	1/11/2019	CLAYTON	TARA BOULEVARD	POSTON ROAD		1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7055173	Jonesboro Police Department	1/15/2019	CLAYTON	TARA BLVD	RICK DALY MEM BLVD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7069671	Lovejoy PD	1/24/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight		2 No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
7085323	Jonesboro Police Department	2/13/2019	CLAYTON	TARA BLVD.	POSTON RD.		0	0 Rear End	Daylight	Dry	South	South	Straight	Straight		3 Following too Close	No Contributing Factors	Lanes	Lanes
7094191	Lovejoy PD	2/21/2019	CLAYTON	TARA BOULEVARD	TALMADGE ROAD		0	0 Angle	DarkLighted	Wet	East	South	Turning Left	Straight		2 No Contributing Factors,Failed to Yield	No Contributing Factors	Lanes	Lanes
7115358	Lovejoy PD	2/24/2019	CLAYTON	TARA BLVD EAST	MCDONOUGH ROAD		0	0 Sideswipe-Same Direction	Dusk	Dry	None	None	N/A	N/A		2 N/A	N/A	No Control Present	No Control Present
7140505	Jonesboro Police Department	3/26/2019	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Dusk	Wet	North	North	Straight	Stopped		2 Following too Close,Disregard Stop Sign/Signal,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7145040	Lovejoy PD	3/30/2019	CLAYTON	TARA BOULEVARD	WAL-MART WAY		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		3 No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
7160643	Jonesboro Police Department	4/11/2019	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7157494	Lovejoy PD	4/9/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	DarkNot Lighted	Wet	South	South	Straight	Straight		2 Failed to Yield	Following too Close	Traffic Signal	Traffic Signal
7166643	Lovejoy PD	4/15/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Angle	Daylight	Dry	South	West	Straight	Turning Left		2 No Contributing Factors,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7169860	Lovejoy PD	4/16/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		2	0 Angle	Daylight	Dry	South	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7183758	Lovejoy PD	4/30/2019	CLAYTON	TARA BOULEVARD	WAL-MART WAY		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7263649	Lovejoy PD	6/27/2019	CLAYTON	TARA BOULEVARD	WAL-MART WAY		0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Straight		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7280546	Lovejoy PD	7/11/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7354285	Jonesboro Police Department	9/4/2019	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
7367885	Jonesboro Police Department	9/24/2019	CLAYTON	GA-3	POSTON ROAD		0	0 Rear End	DarkNot Lighted	Dry	North	North	Straight	Straight		2 Following too Close,Inattentive or Other Distracti	N/A	No Control Present	No Control Present
7380939	Jonesboro Police Department	10/4/2019	CLAYTON	TARA BLVD	POSTON ROAD		1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		3 Following too Close	No Contributing Factors	Lanes	Lanes
7416980	Jonesboro Police Department	10/28/2019	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Entering/Leaving Driveway	N/A		1 Driver Condition	N/A	Lanes	N/A
7423892	Jonesboro Police Department	11/6/2019	CLAYTON	TARA BLVD	POSTON ROAD		0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	North	N/A	Straight	N/A		1 No Contributing Factors	N/A	Lanes	N/A
7444606	Jonesboro Police Department	11/19/2019	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	DarkLighted	Dry	South	South	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7436890	Lovejoy PD	11/15/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7486972	Jonesboro Police Department	12/20/2019	CLAYTON	GA-3	POSTON ROAD		0	0 Sideswipe-Same Direction	Daylight	Dry	South	South	Changing Lanes	Changing Lanes		2 No Contributing Factors,Failed to Yield,Changed Lanes Improperly	No Contributing Factors,Failed to Yield,Changed Lanes Improperly	No Control Present	No Control Present
7475902	Lovejoy PD	12/13/2019	CLAYTON	TARA BOULEVARD	MCDONOUGH ROAD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close,Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
7499753	Lovejoy PD	12/30/2019	CLAYTON	TARA BOULEVARD	LOVEJOY ROAD		0	0 Angle	Daylight	Dry	South	West	Straight	Straight		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7499395	Lovejoy PD	12/31/2019	CLAYTON	TARA BLVD EAST	WAL-MART WAY		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	No Control Present
7554750	Clayton Co Police Department	2/18/2020	CLAYTON	TARA BLVD	POSTON RD		0	0 Angle	Daylight	Wet	South	South	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7543695	Jonesboro Police Department	2/7/2020	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Wet	North	North	Stopped	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7558020	Jonesboro Police Department	2/18/2020	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7574441	Jonesboro Police Department	3/5/2020	CLAYTON	TARA BLVD SOUTH BOUND	POSTON RD		2	0 Head On	DarkLighted	Wet	West	South	Turning Left	Straight		2 Failed to Yield,Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7600436	Jonesboro Police Department	3/18/2020	CLAYTON	TARA BLVD	BILL CASEY		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	North	N/A	Straight	N/A		1 Reaction to Object or Animal	N/A	Lanes	N/A
7600437	Jonesboro Police Department	3/21/2020	CLAYTON	TARA BLVD	POSTON RD.		0	0 Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Changing Lanes		2 Improper Passing	No Contributing Factors	Lanes	Lanes
7674943	Clayton Co Police Department	6/24/2020	CLAYTON	TARA BLVD	OLD POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
7613321	Jonesboro Police Department	4/11/2020	CLAYTON	TARA BLVD	POSTON RD		1	0 Rear End	Daylight	Dry	North	North	Straight	Stopped		2 No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7613619	Jonesboro Police Department	4/12/2020	CLAYTON	GA-3	POSTON ROAD		0	0 Sideswipe-Same Direction	DarkLighted	Dry	North	North	Changing Lanes	Straight		2 No Contributing Factors,Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
7621353	Jonesboro Police Department	4/19/2020	CLAYTON	TARA BLVD	POSTON RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7644988	Jonesboro Police Department	5/22/2020	CLAYTON	TARA BLVD SB	POSTON RD		3	0 Rear End	Daylight	Wet	South	South	Straight	Stopped		3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7644487	Jonesboro Police Department	5/22/2020	CLAYTON	GA-3	POSTON ROAD		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped		2 No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal

7635315	Lovejoy PD	5/7/2020	CLAYTON	TARA BOULEVARD		0	0	Sideswipe-Opposite Direction	Daylight	Dry	None	None	Backing	Parked	2	Improper Backing	No Contributing Factors	No Control Present	No Control Present
7652053	Jonesboro Police Department	6/1/2020	CLAYTON	GA-3	POSTON ROAD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	5	No Contributing Factors,Following too Close	No Contributing Factors	No Control Present	No Control Present
7655642	Jonesboro Police Department	6/3/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight	2	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7656461	Jonesboro Police Department	6/5/2020	CLAYTON	TARA BLVD	POSTON ROAD	0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped	2	No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7661126	Jonesboro Police Department	6/10/2020	CLAYTON	GA-3	POSTON ROAD	0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped	2	No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7671299	Jonesboro Police Department	6/21/2020	CLAYTON	GA-3	POSTON ROAD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Turning Left	2	No Contributing Factors,Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7686221	Jonesboro Police Department	7/3/2020	CLAYTON	TARA BLVD NB	POSTON RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7696453	Jonesboro Police Department	7/14/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Rear End	DarkLighted	Dry	North	North	Turning Left	Straight	2	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
7786632	Jonesboro Police Department	9/24/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7797430	Jonesboro Police Department	10/3/2020	CLAYTON	TARA BOULEVARD	POSTON ROAD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7849057	Jonesboro Police Department	10/17/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Straight	Stopped	2	Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
7849067	Jonesboro Police Department	11/8/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7881823	Jonesboro Police Department	12/6/2020	CLAYTON	GA-3	POSTON ROAD	0	0	Rear End	DarkNot Lighted	Wet	South	South	Straight	Stopped	2	No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7918673	Jonesboro Police Department	12/25/2020	CLAYTON	GA-3	POSTON ROAD	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Stopped	4	No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7918674	Jonesboro Police Department	12/31/2020	CLAYTON	TARA BLVD	POSTON RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	3	No Contributing Factors,Following too Close	No Contributing Factors	Lanes	Lanes
7041941	Gsp Post 00	1/13/2018	CLAYTON	GA 3 NORTHBOUND	POSTON ROAD	0	0	Rear End	Daylight	Wet	North	North	Other	Other	2	No Contributing Factors,Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6884528	Gsp Post 00	9/18/2018	CLAYTON	TARA BLVD S OF FAYETTEVILLE		0	0	Rear End	DarkLighted	Dry	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A

TARA BLVD (SR 3) & OLD POSTON RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5607180	Clayton Co Police Department	1/21/2016	CLAYTON	TARA SR 3 BLVD	OLD POSTON RD	0	0	Sideswipe-Opposite Direction	Dusk	Wet	West	N/A	Turning Left	Turning Left		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5654498	Clayton Co Police Department	2/29/2016	CLAYTON	SR 3 N	OLD POSTON RD	1	0	Rear End	Daylight	Dry	North	North	Straight	Straight		3 Following too Close	No Contributing Factors	Lanes	Lanes
5698987	Clayton Co Police Department	4/2/2016	CLAYTON	SR 3 N	OLD POSTON RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
5704316	Clayton Co Police Department	4/7/2016	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	North	N/A	Straight	N/A		1 Mechanical Or Vehicle Failure	N/A	Lanes	N/A
6014909	Clayton Co Police Department	11/24/2016	CLAYTON	TARA BLVD	OLD POSTON RD	3	0	Angle	DarkNot Lighted	Dry	N/A	East	Straight	Straight		2 Other,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6020252	Clayton Co Police Department	11/30/2016	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	North	N/A	Straight	N/A		1 No Contributing Factors	N/A	Lanes	N/A
6073446	Clayton Co Police Department	1/10/2017	CLAYTON	SR 3 N	OLD POSTON RD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6085160	Clayton Co Police Department	1/15/2017	CLAYTON	SR 3 N	OLD POSTON RD	0	0	Angle	DarkNot Lighted	Dry	East	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6085238	Clayton Co Police Department	1/18/2017	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	N/A	South	N/A	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6093729	Clayton Co Police Department	1/26/2017	CLAYTON	OLD POSTON RD	TARA BLVD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	South	N/A	Straight	N/A		1 Reaction to Object or Animal	N/A	Lanes	N/A
6179385	Clayton Co Police Department	4/4/2017	CLAYTON	TARA BLVD	OLD POSTON RD	2	0	Angle	DarkNot Lighted	Dry	East	South	Straight	Straight		3 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6285483	Clayton Co Police Department	6/23/2017	CLAYTON	TARA BLVD	POSTON RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6308017	Clayton Co Police Department	7/13/2017	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6390903	Clayton Co Police Department	9/13/2017	CLAYTON	OLD POSTON RD	TARA BLVD	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6399853	Clayton Co Police Department	9/20/2017	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	DarkNot Lighted	Dry	East	None	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6530893	Clayton Co Police Department	12/27/2017	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	DarkLighted	Wet	North	North	Straight	Stopped		2 Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
6565834	Clayton Co Police Department	1/23/2018	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	West	South	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6636885	Clayton Co Police Department	3/17/2018	CLAYTON	SR 3	OLD POSTON DR	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6669235	Clayton Co Police Department	4/10/2018	CLAYTON	OLD POSTON RD	TARA BLVD	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6867858	Clayton Co Police Department	9/10/2018	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	East	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
6904558	Clayton Co Police Department	10/8/2018	CLAYTON	TARA BLVD	OLD POSTON RD	2	0	Rear End	Daylight	Ice/Frost	North	North	Straight	Stopped		2 Following too Close	No Contributing Factors	Lanes	Lanes
6773580	Jonesboro Police Department	6/28/2018	CLAYTON	OLD POSTON ROAD	TARA BLVD	0	0	Rear End	Daylight	Wet	West	West	Straight	Stopped		2 Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6779502	Jonesboro Police Department	7/3/2018	CLAYTON	GA 3	OLD POSTON RD	0	0	Angle	Daylight	Dry	West	North	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6785638	Jonesboro Police Department	7/9/2018	CLAYTON	TARA BLVD	OLD POSTON ROAD	0	0	Angle	Daylight	Dry	East	South	Straight	Turning Left		2 Misjudged Clearance	No Contributing Factors	Stop Sign	No Control Present
6799285	Jonesboro Police Department	7/20/2018	CLAYTON	GA 3	BILL CASEY PKWY	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
6837672	Jonesboro Police Department	8/17/2018	CLAYTON	GA-3	OLD POSTON	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Straight	Stopped		3 Following too Close,Changed Lanes Improperly	Other	Lanes	Lanes
7067169	Clayton Co Police Department	1/31/2019	CLAYTON	OLD POSTON RD	TARA BLVD	1	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	No Control Present	No Control Present
7071383	Clayton Co Police Department	2/4/2019	CLAYTON	TARA BLVD	OLD POSTON RD	1	0	Angle	DarkLighted	Dry	East	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
7039165	Jonesboro Police Department	1/2/2019	CLAYTON	TARA BLVD	BILL CASEY PKWY	0	0	Angle	DarkNot Lighted	Other	West	North	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7055977	Jonesboro Police Department	1/23/2019	CLAYTON	GA 3	BILL CASEY PKWY	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	North	N/A	Straight	N/A		1 Driver Lost Control	N/A	Lanes	N/A
7114759	Clayton Co Police Department	3/1/2019	CLAYTON	BILL CASEY PKWY	TARA BLVD	0	0	Angle	Daylight	Dry	North	North	Straight	Straight		2 Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7198796	Clayton Co Police Department	5/9/2019	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	North	N/A	Straight	N/A		1 Reaction to Object or Animal	N/A	Lanes	N/A
7227814	Clayton Co Police Department	5/30/2019	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	East	South	Straight	Straight		2 Failed to Yield	No Contributing Factors	No Control Present	Lanes
7271472	Clayton Co Police Department	7/3/2019	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7290277	Clayton Co Police Department	7/19/2019	CLAYTON	BILL CASEY PKWY	TARA BLVD	4	0	Angle	Daylight	Wet	North	North	Changing Lanes	Straight		4 Following too Close,Changed Lanes Improperly,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7358860	Clayton Co Police Department	9/17/2019	CLAYTON	TARA BLVD	BILL CASEY PKWY	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Turning Right	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
7412667	Clayton Co Police Department	10/24/2019	CLAYTON	TARA BLVD	OLD POSTON RD	2	0	Head On	Daylight	Dry	North	South	Changing Lanes	Straight		2 Changed Lanes Improperly,Aggressive Driving	No Contributing Factors	Lanes	Lanes
7436867	Clayton Co Police Department	11/15/2019	CLAYTON	TARA BLVD	BILL CASEY PKWY	2	0	Angle	DarkNot Lighted	Wet	West	North	Turning Right	Straight		2 Failed to Yield,Improper Turn,Too Fast For Conditions	No Contributing Factors	Stop Sign	Traffic Signal
7380112	Jonesboro Police Department	10/4/2019	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Angle	Daylight	Dry	West	North	Stopped	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
7524854	Jonesboro Police Department	1/22/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	South	South	Changing Lanes	Straight		2 Failed to Yield,Changed Lanes Improperly	No Contributing Factors	No Control Present	No Control Present
7649054	Clayton Co Police Department	5/28/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Straight		3 Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7652912	Clayton Co Police Department	6/2/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		3 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7654935	Clayton Co Police Department	6/4/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	Daylight	Dry	South	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7698613	Clayton Co Police Department	7/16/2020	CLAYTON	TARA BLVD	BILL CASEY PWKY	4	0	Angle	DarkLighted	Dry	East	North	Turning Left	Straight		2 Failed to Yield	No Contributing Factors	Lanes	Lanes
7700239	Clayton Co Police Department	7/18/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Changing Lanes	N/A		1 Changed Lanes Improperly	N/A	Lanes	N/A
7713634	Clayton Co Police Department	7/31/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Straight		2 Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7617644	Jonesboro Police Department	4/15/2020	CLAYTON	TARA BLVD NORTH BOUND	POSTON RD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	North	North	Changing Lanes	Straight		2 Changed Lanes Improperly,Misjudged Clearance	Under the Influence (U.I.),Driver Condition	N/A	N/A
7632370	Jonesboro Police Department	5/6/2020	CLAYTON	TARA BLVD	BILL CASEY PARKWAY	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Straight	Straight		2 Reaction to Object or Animal	No Contributing Factors	Lanes	Lanes
7852590	Clayton Co Police Department	11/16/2020	CLAYTON	TARA BLVD	S MAIN ST	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight		2 Following too Close	No Contributing Factors	Lanes	Lanes
7675066	Jonesboro Police Department	6/24/2020	CLAYTON	GA-3	BILL CASEY PARKWAY	0	0	Rear End	Daylight	Dry	North	North	Making U-turn	Stopped		2 No Contributing Factors,Under the Influence (U.I.),Following too Close	No Contributing Factors	Lanes	Lanes
7797074	Jonesboro Police Department	10/3/2020	CLAYTON	TARA BLVD	OLD POSTON RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped		2 Following too Close,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7641085	Jonesboro Police Department	5/18/2020	CLAYTON	GA-3	BILL CASEY PARKWAY	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	North	N/A	Straight	N/A		1 No Contributing Factors	N/A	Gate	N/A
5593166	Gsp Post 00	1/8/2016	CLAYTON	US-4119	AMERICAN LEGION WAY	1	0	Angle	DarkNot Lighted	Wet	North	West	Straight	Changing Lanes		3 Under the Influence (U.I.),Mechanical Or Vehicle Failure	No Contributing Factors	No Control Present	Stop Sign

TARA BLVD (SR 3) & BETTY TALMADGE AVE

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5607203	Clayton Co Police Department	1/21/2016	CLAYTON	SR 3	SILVERSTONE DR	0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5624542	Clayton Co Police Department	2/4/2016	CLAYTON	SR 3 S	SILVERSTONE DR	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	South	None	Straight	Parked	3	Driver Lost Control,Too Fast For Conditions,Other	No Contributing Factors	Lanes	No Control Present
5640821	Clayton Co Police Department	2/18/2016	CLAYTON	SR 3 N	SILVERSTONE DR	0	0	Angle	DarkNot Lighted	Dry	N/A	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
5648724	Clayton Co Police Department	2/20/2016	CLAYTON	SR 3 S	SILVERSTONE DR	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Turning Right	N/A	1	Under the Influence (U.I.),Driver Lost Control	N/A	Lanes	N/A
5726974	Clayton Co Police Department	4/22/2016	CLAYTON	SR 3 N	BETTY TALMADGE AVE	0	0	Sideswipe-Same Direction	Dawn	Wet	North	North	Changing Lanes	Changing Lanes	2	Other	Other	Lanes	Lanes
5729952	Clayton Co Police Department	4/25/2016	CLAYTON	SR 3 S	SILVERSTONE DR	3	0	Rear End	DarkNot Lighted	Dry	South	South	Changing Lanes	Straight	3	Other	No Contributing Factors	Lanes	Lanes
5925444	Clayton Co Police Department	9/19/2016	CLAYTON	BETTY TALMADGE AVE	TARA BLVD	0	0	Rear End	Daylight	Dry	West	West	Turning Right	Stopped	2	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
5945428	Clayton Co Police Department	10/3/2016	CLAYTON	TARA BLVD	SILVERSTONE DR	2	0	Angle	Daylight	Dry	West	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
5949630	Clayton Co Police Department	10/8/2016	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	2	0	Angle	Daylight	Dry	West	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6101084	Clayton Co Police Department	2/1/2017	CLAYTON	SR 3 S	SILVERSTONE DR	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight	2	Improper Turn,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6302824	Clayton Co Police Department	7/8/2017	CLAYTON	SR 3	BETTY TALMADGE AVE	2	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
6324596	Clayton Co Police Department	7/24/2017	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
6391463	Clayton Co Police Department	9/13/2017	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Rear End	Daylight	Dry	South	South	Backing	Stopped	2	Improper Backing	No Contributing Factors	Lanes	Lanes
6219703	Lovejoy PD	5/3/2017	CLAYTON	TARA BOULEVARD	TALMADGE ROAD	0	0	Rear End	Daylight	Dry	East	East	Turning Left	Straight	2	Failed to Yield	N/A	N/A	N/A
6478467	Clayton Co Police Department	11/9/2017	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Sideswipe-Same Direction	Daylight	Wet	South	South	Turning Left	Turning Left	2	Misjudged Clearance	Misjudged Clearance	Lanes	Lanes
6485285	Clayton Co Police Department	11/23/2017	CLAYTON	SILVERSTONE DR	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Dry	South	South	Straight	Straight	2	Other	No Contributing Factors	Lanes	Lanes
6554715	Clayton Co Police Department	1/16/2018	CLAYTON	SR 3	SILVERSTONE DR	1	0	Rear End	Daylight	Ice/Frost	South	South	Straight	Straight	4	Following too Close	No Contributing Factors	Lanes	Lanes
6607180	Clayton Co Police Department	2/22/2018	CLAYTON	SR 3	SILVERSTONE DR	1	0	Rear End	DarkNot Lighted	Dry	South	South	Straight	Straight	2	Following too Close	Other	Lanes	Lanes
6653305	Clayton Co Police Department	3/31/2018	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Rear End	Daylight	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6671816	Clayton Co Police Department	4/13/2018	CLAYTON	SILVERSTONE DR	TARA BLVD	0	0	Angle	Daylight	Dry	West	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6694390	Clayton Co Police Department	5/2/2018	CLAYTON	BETTY TALMADGE AVE	SR 3	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6711734	Clayton Co Police Department	5/16/2018	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	North	N/A	Turning Left	N/A	1	Driver Lost Control	N/A	Lanes	N/A
6775019	Clayton Co Police Department	6/29/2018	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Sideswipe-Same Direction	Daylight	Dry	North	South	N/A	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
6883133	Clayton Co Police Department	9/21/2018	CLAYTON	TARA BLVD	BETTY TALADGE AVE	0	0	Angle	Daylight	Dry	West	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6937248	Clayton Co Police Department	10/31/2018	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	North	N/A	Straight	N/A	1	Reaction to Object or Animal	N/A	Lanes	N/A
7046178	Clayton Co Police Department	1/14/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A	1	Driver Lost Control,Too Fast For Conditions	N/A	Lanes	N/A
7075427	Clayton Co Police Department	1/29/2019	CLAYTON	TARA BLVD BLVD	BETTY TALMAGE AVE	0	0	Rear End	Daylight	Wet	South	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7123391	Clayton Co Police Department	3/14/2019	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	4	Following too Close	No Contributing Factors	Lanes	Lanes
7130821	Clayton Co Police Department	3/19/2019	CLAYTON	SILVERSTONE DR	TARA BLVD	0	0	Rear End	DarkLighted	Dry	N/A	South	N/A	Turning Left	2	Changed Lanes Improperly	No Contributing Factors	Lanes	No Control Present
7198494	Clayton Co Police Department	5/8/2019	CLAYTON	BETTY TALMADGE AVE	TARA BLVD	1	0	Angle	Daylight	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7229248	Clayton Co Police Department	5/31/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Angle	Daylight	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7299549	Clayton Co Police Department	7/28/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Angle	Daylight	Dry	South	South	Straight	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
7312979	Clayton Co Police Department	8/8/2019	CLAYTON	TARA BLVD	SILVERSTONE DR	4	0	Angle	Daylight	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7318511	Clayton Co Police Department	8/13/2019	CLAYTON	BETTY TALMADGE AVE	TARA BLVD	0	0	Rear End	Daylight	Wet	West	West	Straight	Turning Right	2	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
7354342	Clayton Co Police Department	9/12/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	2	0	Angle	DarkNot Lighted	Dry	West	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	No Control Present
7383495	Clayton Co Police Department	10/8/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	1	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	3	Following too Close	No Contributing Factors	Lanes	Lanes
7388596	Clayton Co Police Department	10/12/2019	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Angle	Daylight	Dry	South	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7398064	Clayton Co Police Department	10/20/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
7412948	Clayton Co Police Department	10/31/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Rear End	Daylight	Wet	North	North	Straight	Changing Lanes	2	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7466062	Clayton Co Police Department	12/6/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	4	0	Head On	DarkNot Lighted	Dry	East	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Yield Sign	Yield Sign
7499050	Clayton Co Police Department	12/31/2019	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Angle	Daylight	Dry	West	North	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7543764	Clayton Co Police Department	2/9/2020	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	1	0	Angle	Daylight	Dry	West	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7604820	Clayton Co Police Department	3/27/2020	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Sideswipe-Same Direction	Daylight	Dry	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7670614	Clayton Co Police Department	6/20/2020	CLAYTON	STATE ROUTE 3 (TARA BLVD)	BETTY TALMADGE	3	0	Angle	Daylight	Dry	West	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7691961	Clayton Co Police Department	7/10/2020	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Angle	DarkNot Lighted	Wet	South	South	Turning Left	Straight	2	Other	No Contributing Factors	Lanes	Lanes
7713423	Clayton Co Police Department	7/31/2020	CLAYTON	TARA BLVD	BETTY TALMADGE AVE	0	0	Rear End	Daylight	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	No Control Present	No Control Present
7747569	Clayton Co Police Department	8/21/2020	CLAYTON	TARA BLVD	TARA RD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
7759471	Clayton Co Police Department	8/31/2020	CLAYTON	BETTY TALMADGE AVE	TARA BLVD	0	0	Head On	Daylight	Dry	West	East	Straight	Turning Left	2	Failed to Yield	Improper Turn	Stop Sign	Stop Sign
7811907	Clayton Co Police Department	10/16/2020	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
7821337	Clayton Co Police Department	10/21/2020	CLAYTON	TARA BLVD	SILVERSTONE DR	0	0	Angle	Daylight	Dry	East	South	Turning Left	Turning Left	2	Failed to Yield	Failed to Yield	Stop Sign	Lanes
7721056	Gsp Post 00	7/28/2019	CLAYTON	TARA BLVD	SILVERSTON DR	0	0	Angle	Daylight	Dry	West	South	Straight	Straight	2	Failed to Yield,Other	No Contributing Factors	Traffic Signal	Traffic Signal
7584456	Gsp Post 00	1/20/2020	CLAYTON	TARA BOULEVARD	SILVERSTONE DRIVE	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	South	South	Changing Lanes	Making U-turn	2	Failed to Yield,Disregard Police - Traffic Con	No Contributing Factors	Lanes	Lanes

TARA BLVD (SR 3) & MUNDYS MILL RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5583744	Clayton Co Police Department	1/6/2016	CLAYTON	MUNDY'S MILL RD	SR 3	0	0	Rear End	DarkLighted	Dry	East	West	Backing	Stopped	2	Improper Backing	No Contributing Factors	Lanes	Lanes
5601115	Clayton Co Police Department	1/16/2016	CLAYTON	SR 3 N	MUNDYS MILLS RD	2	0	Head On	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5601945	Clayton Co Police Department	1/16/2016	CLAYTON	SR 3 S	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5619027	Clayton Co Police Department	2/1/2016	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Rear End	Daylight	Wet	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5626167	Clayton Co Police Department	2/6/2016	CLAYTON	MUNDY'S MILL RD	SR 3	1	0	Rear End	Daylight	Dry	East	East	Turning Right	Turning Right	2	Following too Close	No Contributing Factors	Lanes	Lanes
5638451	Clayton Co Police Department	2/16/2016	CLAYTON	SR 3 N	MUNDYS MILL RD	0	0	Rear End	Dawn	Wet	North	North	Straight	Stopped	3	Following too Close	No Contributing Factors	Lanes	Lanes
5709732	Clayton Co Police Department	4/11/2016	CLAYTON	SR 3 N	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5710350	Clayton Co Police Department	4/11/2016	CLAYTON	SR 3 S	MUNDY'S MILL RD	1	0	Rear End	DarkLighted	Wet	South	South	Straight	Straight	2	Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
5734028	Clayton Co Police Department	4/27/2016	CLAYTON	SR 3 S	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Wet	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
5734029	Clayton Co Police Department	4/27/2016	CLAYTON	SR 3 S	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Wet	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
5737433	Clayton Co Police Department	5/1/2016	CLAYTON	SR 3 N	MUNDY'S MILL RD	1	0	Angle	Daylight	Dry	North	West	Straight	Straight	2	Other	No Contributing Factors	Traffic Signal	Traffic Signal
5758123	Clayton Co Police Department	5/16/2016	CLAYTON	SR 3 S	MUNDY'S MILL RD	2	0	Head On	Daylight	Dry	East	South	Turning Left	Straight	2	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5771462	Clayton Co Police Department	5/23/2016	CLAYTON	SR 3 S	MUNDY'S MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5782625	Clayton Co Police Department	5/30/2016	CLAYTON	SR 3 N	MUNDY'S MILL RD	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2	Under the Influence (U.I.)	No Contributing Factors	Traffic Signal	Traffic Signal
5779919	Clayton Co Police Department	6/1/2016	CLAYTON	SR 3	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5782248	Clayton Co Police Department	6/3/2016	CLAYTON	SR 3 S	MUNDYS MILL RD	0	0	Angle	Daylight	Dry	South	East	Straight	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5807789	Clayton Co Police Department	6/22/2016	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Rear End	Daylight	Dry	East	East	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5811897	Clayton Co Police Department	6/27/2016	CLAYTON	SR 3 N	MUNDYS MILL RD	0	0	Rear End	Dawn	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5849064	Clayton Co Police Department	7/24/2016	CLAYTON	SR 3 S	MUNDY'S MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5850097	Clayton Co Police Department	7/25/2016	CLAYTON	MUNDYS MILL RD	SR3	1	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5879401	Clayton Co Police Department	8/16/2016	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Rear End	Daylight	Dry	East	East	Straight	Turning Right	2	Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5885894	Clayton Co Police Department	8/21/2016	CLAYTON	SR 3 S	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5891392	Clayton Co Police Department	8/24/2016	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5893931	Clayton Co Police Department	8/26/2016	CLAYTON	SR3	MUNDY'S MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
5908803	Clayton Co Police Department	9/8/2016	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5930283	Clayton Co Police Department	9/22/2016	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5954724	Clayton Co Police Department	10/12/2016	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5961838	Clayton Co Police Department	10/17/2016	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
5966480	Clayton Co Police Department	10/19/2016	CLAYTON	MUNDY'S MILL RD	SR 3	0	0	Angle	Daylight	Dry	East	South	Turning Right	Turning Right	2	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5977975	Clayton Co Police Department	10/28/2016	CLAYTON	SR3	MUNDYS MILL RD	2	0	Angle	Daylight	Dry	West	South	Turning Left	Straight	3	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5991025	Clayton Co Police Department	11/5/2016	CLAYTON	TARA BLVD	MUNDYS MILL RD	5	2	Angle	DarkNot Lighted	Dry	South	N/A	Straight	Turning Left	3	Exceeding Speed Limit,Other	No Contributing Factors	Traffic Signal	Traffic Signal
5989435	Clayton Co Police Department	11/7/2016	CLAYTON	SR 3 N	MUNDYS MILL RD	3	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Lanes
5994093	Clayton Co Police Department	11/8/2016	CLAYTON	SR 3 S	MUNDY"S MILL RD	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6019005	Clayton Co Police Department	11/29/2016	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6042204	Clayton Co Police Department	12/13/2016	CLAYTON	SR 3 N	MUNDY'S MILL RD	0	0	Rear End	DarkLighted	Wet	North	North	Straight	Straight	2	Following too Close,Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6096175	Clayton Co Police Department	1/27/2017	CLAYTON	TARA BLVD SB	MUNDYS MILL RD	2	0	Angle	DarkLighted	Dry	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6114127	Clayton Co Police Department	2/3/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6123043	Clayton Co Police Department	2/19/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Turning Right	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
6129921	Clayton Co Police Department	2/24/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	Daylight	Dry	West	East	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6134236	Clayton Co Police Department	3/1/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Angle	Daylight	Dry	North	North	Changing Lanes	Straight	2	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6148254	Clayton Co Police Department	3/13/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	3	0	Angle	Dawn	Dry	North	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6149314	Clayton Co Police Department	3/13/2017	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Sideswipe-Same Direction	Daylight	Wet	East	East	Changing Lanes	Straight	2	Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6149776	Clayton Co Police Department	3/14/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6176956	Clayton Co Police Department	4/4/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6202475	Clayton Co Police Department	4/21/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	N/A	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6203058	Clayton Co Police Department	4/21/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6214509	Clayton Co Police Department	5/1/2017	CLAYTON	SR 3 S	MUNDY'S MILL RD	1	0	Angle	Daylight	Dry	South	South	Changing Lanes	Making U-turn	2	Failed to Yield,Changed Lanes Improperly	No Contributing Factors	Traffic Signal	Traffic Signal
6252870	Clayton Co Police Department	5/28/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	North	South	Straight	Straight	2	Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
6254728	Clayton Co Police Department	5/30/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6258535	Clayton Co Police Department	6/1/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6258804	Clayton Co Police Department	6/1/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Traffic Signal
6273592	Clayton Co Police Department	6/5/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6340916	Clayton Co Police Department	8/4/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Angle	DarkLighted	Wet	East	North	Turning Left	Straight	2	Failed to Yield,Improper Turn,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6351548	Clayton Co Police Department	8/12/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	South	Turning Right	Turning Right	2	Following too Close	No Contributing Factors	Yield Sign	Yield Sign
6376901	Clayton Co Police Department	9/1/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6405340	Clayton Co Police Department	9/25/2017	CLAYTON	SR 3	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
6411311	Clayton Co Police Department	9/29/2017	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Head On	Daylight	Dry	East	East	Straight	Stopped	2	Too Fast For Conditions,Other	No Contributing Factors	Lanes	Lanes
6413327	Clayton Co Police Department	10/1/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6428260	Clayton Co Police Department	10/14/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	South	N/A	Other	N/A	1	Reaction to Object or Animal	N/A	Lanes	N/A
6432960	Clayton Co Police Department	10/19/2017	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6466720	Clayton Co Police Department	11/9/2017	CLAYTON	SR 3	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6484472	Clayton Co Police Department	11/23/2017	CLAYTON	SR 3	MUNDYS MILL RD	1	0	Angle	Daylight	Dry	South	N/A	Straight	Turning Left	2	Failed to Yield	No Contributing Factors	Yield Sign	Traffic Signal
6618800	Clayton Co Police Department	3/3/2018	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	DarkNot Lighted	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6626174	Clayton Co Police Department	3/8/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Angle	Daylight	Dry	South	East	Straight	Straight	2	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6627540	Clayton Co Police Department	3/8/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close,Driver Condition	No Contributing Factors	Lanes	Lanes
6639882	Clayton Co Police Department	3/20/2018	CLAYTON	SR 3	MUNDYS MILL RD	1	0	Rear End	Dawn	Dry	N/A	N/A	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
6696512	Clayton Co Police Department	5/4/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	DarkNot Lighted	Dry	North	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6703441	Clayton Co Police Department	5/10/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
6721827	Clayton Co Police Department	5/23/2018	CLAYTON	SR 3	MUNDYS MILL RD	1	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6789434	Clayton Co Police Department	7/12/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	N/A	North	N/A	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Lanes
6793962	Clayton Co Police Department	7/16/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6810306	Clayton Co Police Department	7/30/2018	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Angle	Daylight	Dry	West	West	Entering/Leaving Driveway	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6828829	Clayton Co Police Department	8/12/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Angle	Daylight	Dry	South	South	Straight	Turning Right	2	Failed to Yield	No Contributing Factors	Lanes	Yield Sign
6837616	Clayton Co Police Department	8/17/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	4	0	Rear End	DarkNot Lighted	Wet	North	North	Straight	Straight	3	Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6853515	Clayton Co Police Department	8/29/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Angle	Daylight	Dry	South	West	Straight	Straight	2	Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal
6869351	Clayton Co Police Department	9/11/2018	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Sideswipe-Same Direction	Dusk	Dry	West	West	Turning Right	Turning Left	2	Failed to Yield	No Contributing Factors	Yield Sign	Lanes
6900877	Clayton Co Police Department	10/5/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	1	Not A Collision with Motor Vehicle	DarkLighted	Dry	West	South	N/A	Straight	2	Under the Influence (U.I.)	No Contributing Factors	Lanes	Traffic Signal
6931791	Clayton Co Police Department	10/27/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Angle	DarkLighted	Dry	East	North	Straight	Straight	2	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6955582	Clayton Co Police Department	11/13/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	South	N/A	Straight	N/A	1	No Contributing Factors	N/A	Traffic Signal	N/A
6964764	Clayton Co Police Department	11/17/2018	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	DarkLighted	Dry	South	South	Negotiating A Curve	Negotiating A Curve	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6971680	Clayton Co Police Department	11/21/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	North	Straight	Stopped	3	Following too Close	No Contributing Factors	Lanes	Lanes
6987667	Clayton Co Police Department	12/3/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6997322	Clayton Co Police Department	12/10/2018	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
7041360	Clayton Co Police Department	1/12/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	DarkLighted	Wet	West	South	Turning Left	Straight	2	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7069178	Clayton Co Police Department	2/2/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	DarkLighted	Dry	South	South	Turning Right	Turning Right	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7078980	Clayton Co Police Department	2/11/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	Dawn	Wet	North	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7125247	Clayton Co Police Department	3/14/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Angle	Daylight	Dry	North	East	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7145273	Clayton Co Police Department	3/30/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
7180517	Clayton Co Police Department	4/28/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Dry	South	South	Straight	Stopped	2	Following too Close	Other	Traffic Signal	Traffic Signal
7224960	Clayton Co Police Department	5/19/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
7230395	Clayton Co Police Department	6/2/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7231304	Clayton Co Police Department	6/2/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Angle	DarkLighted	Dry	South	West	Straight	Straight	3	Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal
7248868	Clayton Co Police Department	6/15/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7255421	Clayton Co Police Department	6/20/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Angle	Daylight	Dry	East	North	Straight	Turning Left	2	Other	No Contributing Factors	Lanes	Lanes
7266258	Clayton Co Police Department	6/29/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Angle	DarkLighted	Dry	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal

7273501	Clayton Co Police Department	7/5/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7299750	Clayton Co Police Department	7/26/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7311705	Clayton Co Police Department	7/29/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	East	East	Straight	Straight	3 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7306111	Clayton Co Police Department	8/2/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7359169	Clayton Co Police Department	9/18/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	No Passing Zone	No Passing Zone
7366976	Clayton Co Police Department	9/24/2019	CLAYTON	JONESBORO RD	MUNDY MILLS RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7381325	Clayton Co Police Department	10/6/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Angle	Daylight	Dry	East	East	Passing	Changing Lanes	2 Improper Passing	No Contributing Factors	Traffic Signal	Traffic Signal
7409299	Clayton Co Police Department	10/29/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Turning Left	Turning Left	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7416360	Clayton Co Police Department	11/2/2019	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	East	East	Backing	Stopped	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7445982	Gsp Post 00	11/16/2019	CLAYTON	TARA BLVD	MUNDYS MILL	1	0	Angle	DarkLighted	Dry	North	South	Turning Left	Straight	2 No Contributing Factors,Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7459197	Clayton Co Police Department	12/1/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	Daylight	Dry	North	North	Straight	Straight	2 Driver Lost Control	No Contributing Factors	No Control Present	No Control Present
7464700	Clayton Co Police Department	12/6/2019	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7486101	Clayton Co Police Department	12/20/2019	CLAYTON	TARA BLVD SR3	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7516273	Clayton Co Police Department	1/14/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7533522	Clayton Co Police Department	1/30/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7542956	Clayton Co Police Department	2/7/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	East	East	N/A	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7542993	Clayton Co Police Department	2/7/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	DarkLighted	Dry	North	North	N/A	Stopped	2 Aggressive Driving	No Contributing Factors	Traffic Signal	Traffic Signal
7548772	Clayton Co Police Department	2/13/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Wet	North	North	Straight	Straight	2 Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7554685	Clayton Co Police Department	2/18/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	DarkLighted	Wet	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7557638	Clayton Co Police Department	2/20/2020	CLAYTON	TARA BLVD	MUNDY MLS	3	0	Rear End	Daylight	Wet	West	West	Straight	Stopped	3 Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7559429	Clayton Co Police Department	2/22/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7581246	Clayton Co Police Department	3/11/2020	CLAYTON	MUNDYS MILL RD. RD	TARA BLVD. BLVD	0	0	Rear End	Daylight	Dry	N/A	South	N/A	Stopped	2 Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7583854	Clayton Co Police Department	3/12/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Sideswipe-Same Direction	Daylight	Dry	North	North	Changing Lanes	Stopped	2 Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7606255	Clayton Co Police Department	3/30/2020	CLAYTON	MUNDYS MILL RD	SR 3	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close,Other Activity - Mobile Device	No Contributing Factors	Yield Sign	Yield Sign
7608334	Clayton Co Police Department	4/2/2020	CLAYTON	TARA BLVD SR3	MUNDYS MILL RD	0	0	Head On	Daylight	Dry	North	South	Straight	Stopped	3 Wrong Side of Road,Driver Condition	No Contributing Factors	Lanes	Lanes
7620545	Clayton Co Police Department	4/22/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7640633	Clayton Co Police Department	5/18/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkLighted	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7654407	Clayton Co Police Department	6/3/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	Daylight	Dry	East	East	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7674665	Clayton Co Police Department	6/24/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	3	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7676165	Clayton Co Police Department	6/25/2020	CLAYTON	TARA BVD	MUNDYS MILL RD	3	0	Head On	Daylight	Dry	South	East	Straight	Turning Left	2 Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
7677193	Clayton Co Police Department	6/20/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Angle	DarkLighted	Dry	North	West	Straight	Turning Left	2 Disregard Other Traffic Contro	No Contributing Factors	Traffic Signal	Traffic Signal
7695654	Clayton Co Police Department	7/13/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	North	East	Straight	Stopped	2 Other	No Contributing Factors	Traffic Signal	Traffic Signal
7704054	Clayton Co Police Department	7/21/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Wet	South	South	Other	Straight	2 Reaction to Object or Animal	No Contributing Factors	Lanes	Lanes
7711095	Clayton Co Police Department	7/28/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7740051	Clayton Co Police Department	8/14/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Sideswipe-Same Direction	Daylight	Wet	South	North	Turning Right	Turning Left	2 Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
7740931	Clayton Co Police Department	8/15/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Water (standing or moving)	South	South	Straight	Stopped	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7744703	Clayton Co Police Department	8/19/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7757333	Clayton Co Police Department	8/28/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	3 Following too Close	No Contributing Factors	Lanes	Lanes
7760899	Clayton Co Police Department	9/2/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	No Control Present
7779454	Clayton Co Police Department	9/19/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Following too Close,Other Interior Distraction (Di	No Contributing Factors	Traffic Signal	Traffic Signal
7786492	Clayton Co Police Department	9/25/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7787232	Clayton Co Police Department	9/26/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7801941	Clayton Co Police Department	10/7/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2 Other Interior Distraction (Di	No Contributing Factors	Lanes	Lanes
7837485	Clayton Co Police Department	11/5/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	0	0	Head On	DarkLighted	Dry	West	East	Turning Left	Straight	2 Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7841561	Clayton Co Police Department	11/8/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Rear End	DarkNot Lighted	Dry	N/A	South	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7843837	Clayton Co Police Department	11/9/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	2	0	Rear End	DarkNot Lighted	Dry	N/A	South	N/A	Straight	3 Following too Close,Changed Lanes Improperly,Reckless Driving	No Contributing Factors	Lanes	Lanes
7857709	Clayton Co Police Department	11/20/2020	CLAYTON	MUNDYS MILL RD	TARA BLVD	1	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7859041	Clayton Co Police Department	11/21/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	DarkNot Lighted	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7859808	Clayton Co Police Department	11/22/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	1	0	Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2 Following too Close	No Contributing Factors	Lanes	Lanes
7863430	Clayton Co Police Department	11/24/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Straight	2 Following too Close	No Contributing Factors	Lanes	Lanes
7892072	Clayton Co Police Department	12/18/2020	CLAYTON	TARA BLVD SR3	MUNDYS MILL RD	0	0	Angle	Daylight	Dry	East	North	Turning Left	Straight	2 Other	Other	Traffic Signal	Traffic Signal
7903436	Clayton Co Police Department	12/29/2020	CLAYTON	TARA BLVD	MUNDYS MILL RD	3	0	Rear End	DarkLighted	Dry	South	South	Straight	Straight	3 Driver Condition	No Contributing Factors	Traffic Signal	Traffic Signal

POSTON RD & OLD POSTON RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5596852	Clayton Co Police Department	1/13/2016	CLAYTON	POSTON RD	OLD POSTON RD	1	0	Angle	Daylight	Dry	East	North	Entering/Leaving Driveway	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
5686205	Clayton Co Police Department	3/23/2016	CLAYTON	OLD POSTON RD	POSTON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Negotiating A Curve	N/A	1	Other	N/A	Lanes	N/A
7126658	Clayton Co Police Department	3/17/2019	CLAYTON	OLD POSTON RD	POSTON RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	East	N/A	Straight	N/A	1	Too Fast For Conditions	N/A	Lanes	N/A

POSTON RD & BROWN RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
6015160	Clayton Co Police Department	11/27/2016	CLAYTON	POSTON RD	BROWN RD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	N/A	N/A	Turning Left	N/A	1	Driver Lost Control	N/A	Lanes	N/A
6585939	Clayton Co Police Department	2/9/2018	CLAYTON	POSTON RD		0	0	Angle	Daylight	Dry	N/A	N/A	Turning Right	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6637126	Clayton Co Police Department	3/18/2018	CLAYTON	POSTON RD	BROWN RD	0	0	Rear End	Daylight	Dry	South	South	Backing	Straight	2	Improper Backing	No Contributing Factors	Lanes	Lanes
7190477	Clayton Co Police Department	5/2/2019	CLAYTON	BROWN RD	POSTON RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Turning Left	N/A	1	Improper Turn	N/A	Stop Sign	N/A
7540075	Clayton Co Police Department	2/6/2020	CLAYTON	BROWN RD	POSTON RD	1	0	Not A Collision with Motor Vehicle	DarkLighted	Water (standing or moving)	South	N/A	Negotiating A Curve	N/A	1	Driver Lost Control	N/A	Lanes	N/A
7866144	Clayton Co Police Department	11/27/2020	CLAYTON	BROWN RD	POSTON RD	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A	1	No Contributing Factors	N/A	Lanes	N/A
7906986	Clayton Co Police Department	12/31/2020	CLAYTON	POSTON RD	BROWN RD	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	West	N/A	Straight	N/A	1	Too Fast For Conditions	N/A	Stop Sign	N/A

MUNDYS MILL RD & BROWN RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5597248	Clayton Co Police Department	1/13/2016	CLAYTON	MUNDYS MILL RD	BROWN RD	0	0	Angle	Daylight	Dry	South	East	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5601119	Clayton Co Police Department	1/14/2016	CLAYTON	MUNDY'S MILL RD	BROWN RD	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5765321	Clayton Co Police Department	5/21/2016	CLAYTON	MUNDYS MILL RD	BROWN RD	2	0	Angle	Daylight	Wet	South	West	Making U-turn	Straight	2	Improper Turn	No Contributing Factors	Stop Sign	Lanes
5787146	Clayton Co Police Department	6/8/2016	CLAYTON	MUNDY'S MILL RD	BROWN RD	0	0	Angle	Daylight	Dry	East	West	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5945429	Clayton Co Police Department	10/4/2016	CLAYTON	854 MUNDYS MILL RD		0	0	Angle	Daylight	Dry	East	N/A	Backing	Parked	2	Improper Backing	No Contributing Factors	No Control Present	No Control Present
5981337	Clayton Co Police Department	11/1/2016	CLAYTON	BROWN RD	MUNDYS MILL RD	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6706165	Clayton Co Police Department	5/11/2018	CLAYTON	MUNDYS MILL RD	BROWN RD	2	0	Angle	DarkLighted	Dry	South	South	Straight	Straight	2	Under the Influence (U.I.),Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7315720	Clayton Co Police Department	8/11/2019	CLAYTON	MUNDYS MILL RD	BROWN RD	1	0	Rear End	DarkLighted	Dry	West	West	Straight	Turning Right	2	Following too Close,Aggressive Driving	No Contributing Factors	Lanes	No Control Present
7528375	Clayton Co Police Department	1/26/2020	CLAYTON	MUNDYS MILL RD	BROWN RD	0	0	Angle	DarkLighted	Dry	East	West	Turning Left	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
7695426	Clayton Co Police Department	7/13/2020	CLAYTON	BROWN RD	MUNDYS MILL RD	1	0	Angle	DarkLighted	Dry	South	West	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6249482	Gsp Post 00	5/22/2017	CLAYTON	BROWN ROAD MUNDYS MILL		0	0	Rear End	Daylight	Wet	South	South	Straight	Stopped	2	No Contributing Factors	No Contributing Factors	Stop Sign	Stop Sign

FAYETTEVILLE RD (SR 54) & MUNDYS MILL RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5611735	Clayton Co Police Department	1/16/2016	CLAYTON	SR 54 E	MUNDY'S MILL RD		0	0 Angle	DarkLighted	Dry	East	East	Turning Right	Straight	2	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5608729	Clayton Co Police Department	1/22/2016	CLAYTON	SR 54 E	MUNDYS MILL RD		0	0 Angle	Daylight	Wet	West	East	Turning Left	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
5644779	Clayton Co Police Department	2/22/2016	CLAYTON	MUNDY'S MILL RD	SR 54		0	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
5691664	Clayton Co Police Department	3/28/2016	CLAYTON	TYLER TR	SR 54		1	0 Angle	DarkLighted	Dry	North	South	Turning Left	Stopped	2	Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
5727724	Clayton Co Police Department	4/21/2016	CLAYTON	SR 54 E	MUNDY'S MILL RD		0	0 Angle	Daylight	Wet	East	East	Turning Right	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
5727087	Clayton Co Police Department	4/23/2016	CLAYTON	SR 54 W	MUNDY'S MILL RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2	Following too Close,Distracted	No Contributing Factors	Lanes	Lanes
5782739	Clayton Co Police Department	6/3/2016	CLAYTON	SR 54 E	MUNDYS MILL RD		1	0 Angle	Daylight	Dry	West	East	Turning Left	Straight	3	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5820846	Clayton Co Police Department	7/5/2016	CLAYTON	MUNDYS MILL RD	SR 54		1	0 Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	West	N/A	Straight	N/A	1	Under the Influence (U.I.),Driver Lost Control,Too Fast For Conditions	N/A	Traffic Signal	N/A
5838870	Clayton Co Police Department	7/17/2016	CLAYTON	SR 54 E	MUNDY'S MILL RD		3	0 Rear End	Daylight	Dry	N/A	N/A	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5865250	Clayton Co Police Department	8/6/2016	CLAYTON	MUNDYS MILL RD	FAYETTVILLE RD		0	0 Not A Collision with Motor Vehicle	DarkLighted	Dry	North	N/A	Changing Lanes	N/A	1	Under the Influence (U.I.),Changed Lanes Improperly	N/A	Lanes	N/A
5910001	Clayton Co Police Department	9/8/2016	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5929766	Clayton Co Police Department	9/21/2016	CLAYTON	MUNDY'S MILL RD	SR 54		0	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5992902	Clayton Co Police Department	11/7/2016	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		2	0 Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6044312	Clayton Co Police Department	12/17/2016	CLAYTON	54 SR	MUNDY'S MILL RD		2	0 Angle	DarkLighted	Dry	West	East	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6048689	Clayton Co Police Department	12/20/2016	CLAYTON	MUNDYS MILL RD	SR 54		0	0 Rear End	DarkLighted	Dry	West	West	Turning Right	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6097400	Clayton Co Police Department	1/30/2017	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6106583	Clayton Co Police Department	2/3/2017	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Angle	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6202032	Clayton Co Police Department	4/21/2017	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		2	0 Rear End	Daylight	Dry	East	East	Turning Right	Stopped	2	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6228260	Clayton Co Police Department	5/8/2017	CLAYTON	FAYETTEVILLE RD	TYLER TER		0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
6229816	Clayton Co Police Department	5/5/2017	CLAYTON	TYLER TER	FAYETTEVILLE RD		0	0 Rear End	Daylight	Wet	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6232597	Clayton Co Police Department	5/5/2017	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Wet	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6272827	Clayton Co Police Department	6/13/2017	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		2	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6279336	Clayton Co Police Department	6/19/2017	CLAYTON	FAYETTEVILLE RD	TYLER TER		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Straight	N/A	1	Driver Condition	N/A	Lanes	N/A
6353263	Clayton Co Police Department	8/14/2017	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Angle	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6382754	Clayton Co Police Department	9/6/2017	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6533602	Clayton Co Police Department	12/30/2017	CLAYTON	SR 54	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	N/A	N/A	Straight	Stopped	2	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
6609457	Clayton Co Police Department	2/24/2018	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	East	East	Straight	Straight	2	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6614409	Clayton Co Police Department	2/28/2018	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6679903	Clayton Co Police Department	4/19/2018	CLAYTON	FAYETTEVILLE RD	TYLER TER		0	0 Angle	DarkLighted	Dry	East	West	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
6735801	Clayton Co Police Department	6/5/2018	CLAYTON	FAYETTEVILLE RD	TYLER TER		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
6846455	Clayton Co Police Department	8/24/2018	CLAYTON	MUNDYS MILL RD	HWY 54		0	0 Angle	Daylight	Dry	West	North	Turning Left	Stopped	4	Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
6863948	Clayton Co Police Department	9/6/2018	CLAYTON	MUNDYS MILL RD	SR 54		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Making U-turn	N/A	1	Misjudged Clearance	N/A	Lanes	N/A
6904957	Clayton Co Police Department	10/5/2018	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Stopped	2	Following too Close,Other Interior Distraction (Di	No Contributing Factors	Traffic Signal	Traffic Signal
6933102	Clayton Co Police Department	10/28/2018	CLAYTON	HWY 54	MUNDYS MILL RD		1	0 Rear End	Dusk	Dry	East	East	Straight	Stopped	4	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7028874	Clayton Co Police Department	1/4/2019	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7045567	Clayton Co Police Department	1/15/2019	CLAYTON	FAYETTEVILLE RD	TYLER TERRACE		0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
7068319	Clayton Co Police Department	2/1/2019	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Angle	Daylight	Dry	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7077878	Clayton Co Police Department	2/9/2019	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	DarkLighted	Dry	East	West	Straight	Straight	2	Following too Close	No Contributing Factors	Lanes	Lanes
7109896	Clayton Co Police Department	3/5/2019	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	North	North	Backing	Stopped	2	Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal
7304636	Clayton Co Police Department	8/1/2019	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	West	West	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7330912	Clayton Co Police Department	8/23/2019	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	N/A	N/A	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7393862	Clayton Co Police Department	8/1/2019	CLAYTON	TYLER TER	FAYETTEVILLE RD		0	0 Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7425498	Clayton Co Police Department	11/7/2019	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Angle	Daylight	Dry	N/A	N/A	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7429653	Clayton Co Police Department	11/11/2019	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		1	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7485381	Clayton Co Police Department	12/19/2019	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		1	0 Head On	DarkLighted	Dry	West	East	Turning Left	Straight	2	Failed to Yield,Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7517128	Clayton Co Police Department	1/15/2020	CLAYTON	FAYETTEVILLE RD	MUNDYS MILL RD		0	0 Rear End	DarkLighted	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7700420	Clayton Co Police Department	7/18/2020	CLAYTON	MUNDYS MILL RD	FAYETTEVILLE RD		0	0 Angle	DarkLighted	Dry	South	East	N/A	Straight	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal

FAYETTEVILLE RD (SR 54) & BROWN RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5690369	Clayton Co Police Department	3/28/2016	CLAYTON	BROWN RD	54 HWY	0	0	Rear End	Daylight	Wet	North	North	Straight	Straight	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
6513603	Clayton Co Police Department	12/13/2017	CLAYTON	FAYETTEVILLE RD	BROWN RD	6	0	Angle	Daylight	Dry	N/A	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7622125	Clayton Co Police Department	4/25/2020	CLAYTON	MUNDYS MILL RD	BROWN RD	0	0	Angle	Daylight	Dry	South	North	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7685984	Clayton Co Police Department	7/4/2020	CLAYTON	HIGHWAY 54	BROWN RD	0	0	Angle	Daylight	Dry	South	East	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes

S MAIN ST & OLD POSTON RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5893718	Clayton Co Police Department	8/26/2016	CLAYTON	S. MAIN ST	OLD POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	3	Following too Close	No Contributing Factors	Lanes	Lanes
5986132	Clayton Co Police Department	10/31/2016	CLAYTON	SOUTH MAIN ST	OLD POSTON RD		0	0 Angle	DarkNot Lighted	Dry	East	South	Turning Right	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6122327	Clayton Co Police Department	2/18/2017	CLAYTON	S MAIN ST	OLD POSTON RD		5	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	3	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
6125437	Clayton Co Police Department	2/21/2017	CLAYTON	S MAIN ST	OLD POSTON RD		0	0 Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6581828	Clayton Co Police Department	2/6/2018	CLAYTON	S MAIN ST	OLD POSTON RD		1	0 Rear End	Daylight	Dry	North	North	Straight	Turning Left	2	Following too Close	No Contributing Factors	No Control Present	No Control Present
6771237	Clayton Co Police Department	6/27/2018	CLAYTON	S MAIN ST	OLD POSTON RD		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	West	N/A	Turning Right	N/A	1	Improper Turn,Misjudged Clearance	N/A	Lanes	N/A
6847713	Clayton Co Police Department	8/24/2018	CLAYTON	S MAIN ST	OLD POSTON RD		1	0 Angle	Daylight	Dry	N/A	South	Turning Left	Straight	2	Disregard Stop Sign/Signal	No Contributing Factors	Lanes	Lanes
6997324	Clayton Co Police Department	12/10/2018	CLAYTON	S MAIN ST	OLD POSTON RD		3	0 Rear End	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	No Passing Zone	No Passing Zone
7828312	Clayton Co Police Department	10/29/2020	CLAYTON	S MAIN ST	OLD POSTON RD		0	0 Not A Collision with Motor Vehicle	Daylight	Dry	South	N/A	Straight	N/A	1	No Contributing Factors	N/A	Lanes	N/A
7881700	Clayton Co Police Department	12/8/2020	CLAYTON	9250 S MAIN ST			0	0 Angle	Daylight	Dry	None	East	Backing	Parked	2	Improper Backing	No Contributing Factors	No Control Present	No Control Present

S MAIN ST & BETTY TALMADGE AVE

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5601958	Clayton Co Police Department	1/15/2016	CLAYTON	BETTY TALMADGE RD	S. MAIN ST	1	0	Angle	Dawn	Wet	N/A	South	Turning Right	Straight	3	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5710557	Clayton Co Police Department	4/12/2016	CLAYTON	SOUTH MAIN ST	BETTY TALMADGE AVE	0	0	Sideswipe-Same Direction	Daylight	Wet	North	North	Straight	Stopped	2	Other	Other	Lanes	Lanes
5814693	Clayton Co Police Department	6/28/2016	CLAYTON	SOUTH MAIN ST	BETTY TALMADGE AVE	0	0	Angle	Daylight	Wet	North	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
5824619	Clayton Co Police Department	7/8/2016	CLAYTON	BETTY TALMADGE AVE	SOUTH MAIN ST	0	0	Rear End	Daylight	Dry	East	East	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Stop Sign
5875130	Clayton Co Police Department	8/13/2016	CLAYTON	SOUTH MAIN ST	BETTY TALMADGE AVE	0	0	Angle	Daylight	Dry	N/A	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
5914311	Clayton Co Police Department	9/12/2016	CLAYTON	SOUTH MAIN ST	BETTY TALMAGE AVE	1	0	Angle	Daylight	Dry	East	South	Turning Left	Straight	2	Improper Turn	No Contributing Factors	Lanes	Lanes
5931545	Clayton Co Police Department	9/23/2016	CLAYTON	SOUTH MAIN ST	BETTY TALMADGE AVE	0	0	Angle	DarkNot Lighted	Dry	East	South	N/A	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6408670	Clayton Co Police Department	9/28/2017	CLAYTON	S MAIN ST	NOAHS ARK RD	0	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6571663	Clayton Co Police Department	1/29/2018	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	0	0	Rear End	Daylight	Dry	South	South	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
6661638	Clayton Co Police Department	4/7/2018	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	0	0	Sideswipe-Same Direction	Daylight	Dry	N/A	N/A	Passing	Straight	2	Improper Passing,Misjudged Clearance	No Contributing Factors	Lanes	Lanes
6863393	Clayton Co Police Department	9/6/2018	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	0	0	Angle	Daylight	Dry	East	North	Turning Left	Straight	2	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Traffic Signal
6907860	Clayton Co Police Department	10/10/2018	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	0	0	Angle	Daylight	Wet	East	South	Turning Right	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7019826	Clayton Co Police Department	12/27/2018	CLAYTON	BETTY TALMADGE AVE	S MAIN ST	1	0	Angle	DarkNot Lighted	Wet	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7491599	Clayton Co Police Department	12/24/2019	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	0	0	Sideswipe-Same Direction	DarkNot Lighted	Dry	East	North	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	No Control Present
7543808	Clayton Co Police Department	2/9/2020	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	4	0	Angle	Daylight	Dry	West	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	No Control Present
7812158	Clayton Co Police Department	10/16/2020	CLAYTON	BETTY TALMADGE AVE	S MAIN ST	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	East	N/A	Turning Left	N/A	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7841498	Clayton Co Police Department	11/7/2020	CLAYTON	S MAIN ST	BETTY TALMADGE AVE	2	0	Angle	Daylight	Dry	East	South	Straight	Straight	2	Failed to Yield	No Contributing Factors	Stop Sign	Lanes

S MAIN ST & NOAHS ARK RD

AccidentNo	AgencyName	Date	County	Route	IntersectingRoute	Injuries	Fatalities	MannerOfCollision	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl
5597246	Clayton Co Police Department	1/13/2016	CLAYTON	S MAIN ST	NOAHS ARK RD	2	0	Rear End	Daylight	Dry	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Traffic Signal
5690586	Clayton Co Police Department	3/28/2016	CLAYTON	S MAIN ST	NOAHS ARK RD	1	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Lanes	Lanes
5710584	Clayton Co Police Department	4/12/2016	CLAYTON	S MAIN ST	NOAHS ARK RD	1	0	Rear End	Daylight	Wet	North	North	Straight	Stopped	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5875477	Clayton Co Police Department	8/4/2016	CLAYTON	SOUTH MAIN ST	NOAHS ARK RD	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	South	N/A	Straight	N/A	1	Reaction to Object or Animal	N/A	Traffic Signal	N/A
5976716	Clayton Co Police Department	10/28/2016	CLAYTON	S MAIN ST	NOAHS ARK RD	1	0	Rear End	Daylight	Dry	N/A	N/A	Turning Right	Stopped	2	Following too Close	No Contributing Factors	RR Signal/Sign	RR Signal/Sign
6240826	Clayton Co Police Department	5/18/2017	CLAYTON	SOUTH MAIN ST	NOAHS ARK RD	1	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6597051	Clayton Co Police Department	2/16/2018	CLAYTON	NOAHS ARK RD	S MAIN ST	2	0	Angle	DarkNot Lighted	Dry	East	West	Turning Left	Stopped	2	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
6783513	Clayton Co Police Department	7/8/2018	CLAYTON	S MAIN ST	NOAHS ARK RD	2	0	Sideswipe-Opposite Direction	Daylight	Dry	South	North	Straight	Straight	2	Reaction to Object or Animal,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7309387	Clayton Co Police Department	8/5/2019	CLAYTON	S MAIN ST	NOAH,S ARK RD	2	0	Rear End	Daylight	Dry	South	South	Straight	Straight	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7541462	Clayton Co Police Department	2/6/2020	CLAYTON	NOAHS ARK RD	S MAIN ST	1	0	Rear End	Daylight	Wet	West	West	Straight	Straight	2	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7770779	Clayton Co Police Department	9/11/2020	CLAYTON	S MAIN ST	NOAHS ARC RD	2	0	Angle	DarkNot Lighted	Dry	South	South	Turning Left	Straight	2	Failed to Yield	No Contributing Factors	Lanes	Lanes

APPENDIX H

CAPACITY ANALYSIS REPORTS - EXISTING CONDITIONS



1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	247	177	286	214	1	124	2534	490	16	1232	162
Future Volume (veh/h)	290	247	177	286	214	1	124	2534	490	16	1232	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1885	1885	1900	1796	1841	1885	1900	1781	1856
Adj Flow Rate, veh/h	315	268	0	311	233	1	135	2754	0	17	1339	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	1	1	0	7	4	1	0	8	3
Cap, veh/h	345	231		333	451	2	171	3034		35	2746	
Arrive On Green	0.10	0.12	0.00	0.10	0.12	0.12	0.10	1.00	0.00	0.02	0.56	0.00
Sat Flow, veh/h	3510	1870	1598	3483	3658	16	3319	5025	1598	1810	4863	1572
Grp Volume(v), veh/h	315	268	0	311	114	120	135	2754	0	17	1339	0
Grp Sat Flow(s),veh/h/ln	1755	1870	1598	1742	1791	1882	1659	1675	1598	1810	1621	1572
Q Serve(g_s), s	16.0	22.2	0.0	16.0	10.7	10.7	7.2	0.0	0.0	1.7	29.8	0.0
Cycle Q Clear(g_c), s	16.0	22.2	0.0	16.0	10.7	10.7	7.2	0.0	0.0	1.7	29.8	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	231		333	221	232	171	3034		35	2746	
V/C Ratio(X)	0.91	1.16		0.93	0.52	0.52	0.79	0.91		0.49	0.49	
Avail Cap(c_a), veh/h	345	231		333	221	232	232	3034		139	2746	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.50	0.50	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	80.4	78.9	0.0	80.8	73.9	73.9	79.8	0.0	0.0	87.4	23.5	0.0
Incr Delay (d2), s/veh	27.6	109.9	0.0	32.8	1.0	0.9	6.4	2.7	0.0	10.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	26.3	0.0	13.5	8.7	9.0	5.1	1.4	0.0	1.6	16.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.0	188.8	0.0	113.6	74.8	74.8	86.2	2.7	0.0	97.9	24.2	0.0
LnGrp LOS	F	F		F	E	E	F	A		F	C	
Approach Vol, veh/h		583	A		545			2889	A		1356	A
Approach Delay, s/veh		145.1			96.9			6.6			25.1	
Approach LOS		F			F			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	108.3	25.0	30.0	9.6	115.4	25.0	30.0
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	12.6	* 98	17.7	* 22	* 14	* 98	* 17	* 22
Max Q Clear Time (g_c+I1), s	9.2	31.8	18.0	12.7	3.7	2.0	18.0	24.2
Green Ext Time (p_c), s	0.1	56.3	0.0	0.3	0.0	95.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	708	0	76	0	0	0	60	2440	0	0	1288	407
Future Volume (veh/h)	708	0	76	0	0	0	60	2440	0	0	1288	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1826	1900	1900	1900	1900	1841	1900	1900	1796	1870
Adj Flow Rate, veh/h	761	0	82	0	0	0	65	2624	0	0	1385	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	5	0	0	0	0	4	0	0	7	2
Cap, veh/h	817	0	355	0	1	0	350	3510	0	40	3113	
Arrive On Green	0.23	0.00	0.23	0.00	0.00	0.00	0.03	0.70	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3563	0	1547	0	1900	0	1810	5191	0	118	4904	1585
Grp Volume(v), veh/h	761	0	82	0	0	0	65	2624	0	0	1385	0
Grp Sat Flow(s),veh/h/ln	1781	0	1547	0	1900	0	1810	1675	0	118	1635	1585
Q Serve(g_s), s	37.7	0.0	7.8	0.0	0.0	0.0	2.2	59.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	7.8	0.0	0.0	0.0	2.2	59.3	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	817	0	355	0	1	0	350	3510	0	40	3113	
V/C Ratio(X)	0.93	0.00	0.23	0.00	0.00	0.00	0.19	0.75	0.00	0.00	0.44	
Avail Cap(c_a), veh/h	857	0	372	0	188	0	436	3510	0	40	3113	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.78	0.00
Uniform Delay (d), s/veh	68.0	0.0	56.5	0.0	0.0	0.0	9.7	17.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.4	0.0	0.4	0.0	0.0	0.0	0.3	1.5	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.9	0.0	5.5	0.0	0.0	0.0	1.5	28.2	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	0.0	56.9	0.0	0.0	0.0	10.0	18.6	0.0	0.0	0.4	0.0
LnGrp LOS	F	A	E	A	A	A	A	B	A	A	A	
Approach Vol, veh/h		843			0			2689			1385	A
Approach Delay, s/veh		81.7			0.0			18.4			0.4	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	41.5	120.6		48.0		132.0		0.0				
Change Period (Y+Rc), s	5.7	6.3		* 6.7		6.3		7.2				
Max Green Setting (Gmax), s	14.8	78.7		* 43		98.7		17.8				
Max Q Clear Time (g_c+I1), s	41.2	2.0		39.7		61.3		0.0				
Green Ext Time (p_c), s	0.1	65.0		1.6		37.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	0	10	0	0	0	24	2465	0	10	1266	88
Future Volume (veh/h)	35	0	10	0	0	0	24	2465	0	10	1266	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1352	1900	1737	1900	1900	1900	1900	1841	1900	1900	1796	1841
Adj Flow Rate, veh/h	24	19	0	0	0	0	26	2651	0	11	1361	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	37	0	11	0	0	0	0	4	0	0	7	4
Cap, veh/h	51	75		0	1	0	377	2949	0	106	2843	
Arrive On Green	0.04	0.04	0.00	0.00	0.00	0.00	0.02	0.84	0.00	0.01	0.83	0.00
Sat Flow, veh/h	1287	1900	0	0	1900	0	1810	3589	0	1810	3413	1560
Grp Volume(v), veh/h	24	19	0	0	0	0	26	2651	0	11	1361	0
Grp Sat Flow(s),veh/h/ln	1287	1900	0	0	1900	0	1810	1749	0	1810	1706	1560
Q Serve(g_s), s	3.3	1.7	0.0	0.0	0.0	0.0	0.4	88.3	0.0	0.2	19.9	0.0
Cycle Q Clear(g_c), s	3.3	1.7	0.0	0.0	0.0	0.0	0.4	88.3	0.0	0.2	19.9	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	75		0	1	0	377	2949	0	106	2843	
V/C Ratio(X)	0.47	0.25		0.00	0.00	0.00	0.07	0.90	0.00	0.10	0.48	
Avail Cap(c_a), veh/h	241	356		0	252	0	476	2949	0	173	2843	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	84.6	83.9	0.0	0.0	0.0	0.0	3.0	9.1	0.0	25.1	4.2	0.0
Incr Delay (d2), s/veh	2.6	0.7	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	1.6	0.0	0.0	0.0	0.0	0.2	31.0	0.0	0.4	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	84.6	0.0	0.0	0.0	0.0	3.1	14.0	0.0	25.3	4.7	0.0
LnGrp LOS	F	F		A	A	A	A	B	A	C	A	
Approach Vol, veh/h		43	A		0			2677			1372	A
Approach Delay, s/veh		86.0			0.0			13.9			4.9	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	156.5		13.4	8.3	158.3		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 14	83.5		* 34	* 9.2	88.5		23.9
Max Q Clear Time (g_c+I1), s	12.4	21.9		5.3	2.2	90.3		0.0
Green Ext Time (p_c), s	0.0	56.9		0.1	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	17	0	0	0	72	2440	0	2	1220	54
Future Volume (veh/h)	49	0	17	0	0	0	72	2440	0	2	1220	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1870	1841	1900	1900	1796	1544
Adj Flow Rate, veh/h	54	0	0	0	0	0	79	2681	0	2	1341	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	0	0	0	0	0	2	4	0	0	7	24
Cap, veh/h	105	0		0	86	0	378	2941	0	81	2761	
Arrive On Green	0.05	0.00	0.00	0.00	0.00	0.00	0.03	0.84	0.00	0.00	0.81	0.00
Sat Flow, veh/h	1440	0	1610	0	1900	0	1781	3589	0	1810	3413	1309
Grp Volume(v), veh/h	54	0	0	0	0	0	79	2681	0	2	1341	0
Grp Sat Flow(s),veh/h/ln	1440	0	1610	0	1900	0	1781	1749	0	1810	1706	1309
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	0.0	1.3	94.1	0.0	0.0	22.2	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	0.0	0.0	0.0	1.3	94.1	0.0	0.0	22.2	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0		0	86	0	378	2941	0	81	2761	
V/C Ratio(X)	0.51	0.00		0.00	0.00	0.00	0.21	0.91	0.00	0.02	0.49	
Avail Cap(c_a), veh/h	181	0		0	186	0	435	2941	0	197	2761	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	85.2	0.0	0.0	0.0	0.0	0.0	4.1	9.8	0.0	25.3	5.4	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	0.0	0.0	0.0	0.1	5.5	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	0.0	0.0	0.0	0.5	33.2	0.0	0.1	10.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	0.0	0.0	0.0	0.0	0.0	4.2	15.3	0.0	25.3	6.0	0.0
LnGrp LOS	F	A		A	A	A	A	B	A	C	A	
Approach Vol, veh/h		54	A		0			2760			1343	A
Approach Delay, s/veh		89.8			0.0			15.0			6.0	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	162.2	152.2		15.6	6.5	157.9		15.6
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 12	* 1.3E2		17.6	12.1	* 1.3E2		17.6
Max Q Clear Time (g_c+I1), s	3.3	24.2		0.0	2.0	96.1		8.7
Green Ext Time (p_c), s	0.1	86.2		0.0	0.0	34.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	13.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	9	13	6	1	55	7	2455	13	74	1163	0
Future Vol, veh/h	2	9	13	6	1	55	7	2455	13	74	1163	0
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	-	-	-	-	-	-	210	-	-	280	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	75	0	18	0	3	0	14	7	0
Mvmt Flow	2	10	15	7	1	63	8	2790	15	84	1322	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2902	4311	661	3648	4304	1403	1322	0	0	2805	0	0
Stage 1	1490	1490	-	2814	2814	-	-	-	-	-	-	-
Stage 2	1412	2821	-	834	1490	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	9	6.5	7.26	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.5	5.5	-	8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	8	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	4.25	4	3.48	2.2	-	-	2.34	-	-
Pot Cap-1 Maneuver	7	~ 2	410	0	2	112	529	-	-	110	-	-
Stage 1	132	189	-	~ 6	40	-	-	-	-	-	-	-
Stage 2	148	40	-	209	189	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	0	410	0	0	112	529	-	-	110	-	-
Mov Cap-2 Maneuver	~ -23	-	-	~ 5	17	-	-	-	-	-	-	-
Stage 1	130	45	-	~ 6	39	-	-	-	-	-	-	-
Stage 2	63	39	-	37	45	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 716.7	0	6.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	529	-	-	+	35	110	-	-
HCM Lane V/C Ratio	0.015	-	-	-	2.013	0.764	-	-
HCM Control Delay (s)	11.9	-	-	-$	716.7	103.3	-	-
HCM Lane LOS	B	-	-	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	7.8	4.2	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	13	32	0	21	2	2446	4	10	1168	4
Future Vol, veh/h	8	1	13	32	0	21	2	2446	4	10	1168	4
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	810	410	-	155
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	9	1	15	36	0	24	2	2748	4	11	1312	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2712	4090	656	3431	4090	1374	1316	0	0	2752	0	0
Stage 1	1334	1334	-	2752	2752	-	-	-	-	-	-	-
Stage 2	1378	2756	-	679	1338	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.08	7.78	6.5	7.02	4.1	-	-	4.68	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.78	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.78	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.64	4	3.36	2.2	-	-	2.49	-	-
Pot Cap-1 Maneuver	10	3	392	~ 2	3	130	532	-	-	90	-	-
Stage 1	165	225	-	~ 16	43	-	-	-	-	-	-	-
Stage 2	155	43	-	381	224	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	3	392	~ 2	3	130	532	-	-	90	-	-
Mov Cap-2 Maneuver	65	26	-	~ 14	33	-	-	-	-	-	-	-
Stage 1	164	198	-	~ 16	43	-	-	-	-	-	-	-
Stage 2	126	43	-	320	197	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.5	$ 1141.6	0	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	532	-	-	56	392	22	90	-	-
HCM Lane V/C Ratio	0.004	-	-	0.181	0.037	2.707	0.125	-	-
HCM Control Delay (s)	11.8	-	-	82.9	14.5	$ 1141.6	50.6	-	-
HCM Lane LOS	B	-	-	F	B	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	7.6	0.4	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	135	177	40	115	14	148	2257	9	9	1104	100
Future Volume (veh/h)	181	135	177	40	115	14	148	2257	9	9	1104	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	197	147	0	43	125	15	161	2453	0	10	1200	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	173	221		143	116	14	340	2461		52	2274	
Arrive On Green	0.08	0.12	0.00	0.03	0.07	0.07	0.04	0.70	0.00	0.01	0.67	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1612	193	1795	3526	1610	1344	3413	1535
Grp Volume(v), veh/h	197	147	0	43	0	140	161	2453	0	10	1200	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1806	1795	1763	1610	1344	1706	1535
Q Serve(g_s), s	13.5	13.4	0.0	4.1	0.0	13.0	5.1	124.4	0.0	0.4	32.6	0.0
Cycle Q Clear(g_c), s	13.5	13.4	0.0	4.1	0.0	13.0	5.1	124.4	0.0	0.4	32.6	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	221		143	0	130	340	2461		52	2274	
V/C Ratio(X)	1.14	0.67		0.30	0.00	1.07	0.47	1.00		0.19	0.53	
Avail Cap(c_a), veh/h	173	221		144	0	130	433	2461		89	2274	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.3	76.1	0.0	74.5	0.0	83.5	12.9	27.0	0.0	49.5	15.4	0.0
Incr Delay (d2), s/veh	111.8	6.8	0.0	0.9	0.0	99.8	0.4	17.4	0.0	0.6	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	11.2	0.0	3.4	0.0	15.1	3.3	62.4	0.0	0.5	17.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.1	82.9	0.0	75.3	0.0	183.3	13.3	44.4	0.0	50.1	16.3	0.0
LnGrp LOS	F	F		E	A	F	B	D		D	B	
Approach Vol, veh/h		344	A		183			2614	A		1210	A
Approach Delay, s/veh		141.4			157.9			42.5			16.6	
Approach LOS		F			F			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	126.3	20.0	20.0	8.1	131.9	11.9	28.1
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	16.5	* 1.1E2	13.5	13.0	6.5	* 1.2E2	5.5	21.0
Max Q Clear Time (g_c+I1), s	7.1	34.6	15.5	15.0	2.4	126.4	6.1	15.4
Green Ext Time (p_c), s	0.2	60.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	80	24	0	14
Future Vol, veh/h	4	4	80	24	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	0	0
Mvmt Flow	4	4	89	27	0	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	119	103	0	0	116	0
Stage 1	103	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	882	957	-	-	1485	-
Stage 1	926	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	882	957	-	-	1485	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	918	1485	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

9: Brown Rd & Poston Rd

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	2	37	46	13	36
Future Vol, veh/h	20	2	37	46	13	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	6	0	0	0	8	3
Mvmt Flow	28	3	51	64	18	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	83	0	0	115	0
Stage 1	83	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	812	982	-	-	1437	-
Stage 1	930	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	982	-	-	1437	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	815	1437	-
HCM Lane V/C Ratio	-	-	0.037	0.013	-
HCM Control Delay (s)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

10: Mundys Mill Rd & Brown Rd

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	166	0	3	216	26	0	0	0	31	2	23
Future Vol, veh/h	57	166	0	3	216	26	0	0	0	31	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	4	0	5
Mvmt Flow	74	216	0	4	281	34	0	0	0	40	3	30

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	315	0	0	216	0	0			670	670	298
Stage 1	-	-	-	-	-	-			306	306	-
Stage 2	-	-	-	-	-	-			364	364	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.44	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-			5.44	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.44	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.536	4	3.345
Pot Cap-1 Maneuver	1257	-	-	1366	-	-			419	381	734
Stage 1	-	-	-	-	-	-			742	665	-
Stage 2	-	-	-	-	-	-			699	627	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1257	-	-	1366	-	-			389	0	734
Mov Cap-2 Maneuver	-	-	-	-	-	-			389	0	-
Stage 1	-	-	-	-	-	-			692	0	-
Stage 2	-	-	-	-	-	-			696	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	1366	-	-	486
HCM Lane V/C Ratio	0.059	-	-	0.003	-	-	0.15
HCM Control Delay (s)	8	0	-	7.6	0	-	13.7
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0.5

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	6	17	300	2	112	0	389	214	40	385	18
Future Volume (veh/h)	15	6	17	300	2	112	0	389	214	40	385	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1900	1885	1900	1856	1870	1900	1870	1900
Adj Flow Rate, veh/h	17	7	20	349	2	0	0	452	0	47	448	21
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	3	0	1	0	3	2	0	2	0
Cap, veh/h	257	124	236	557	2		384	804		380	810	697
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.00	0.00	0.43	0.00	0.43	0.43	0.43
Sat Flow, veh/h	546	424	809	1424	8	1598	1810	1856	1585	954	1870	1610
Grp Volume(v), veh/h	44	0	0	351	0	0	0	452	0	47	448	21
Grp Sat Flow(s),veh/h/ln	1779	0	0	1433	0	1598	1810	1856	1585	954	1870	1610
Q Serve(g_s), s	0.0	0.0	0.0	10.7	0.0	0.0	0.0	9.3	0.0	2.0	9.1	0.4
Cycle Q Clear(g_c), s	0.9	0.0	0.0	11.6	0.0	0.0	0.0	9.3	0.0	11.3	9.1	0.4
Prop In Lane	0.39		0.45	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	617	0	0	559	0		384	804		380	810	697
V/C Ratio(X)	0.07	0.00	0.00	0.63	0.00		0.00	0.56		0.12	0.55	0.03
Avail Cap(c_a), veh/h	1706	0	0	1532	0		558	2043		792	1618	1393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	16.8	0.0	0.0	0.0	10.8	0.0	15.0	10.7	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.6	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	5.9	0.0	0.0	0.0	5.0	0.0	0.7	4.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	17.9	0.0	0.0	0.0	11.4	0.0	15.2	11.3	8.3
LnGrp LOS	B	A	A	B	A		A	B		B	B	A
Approach Vol, veh/h		44			351	A		452	A		516	
Approach Delay, s/veh		13.1			17.9			11.4			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	0.0	29.0		21.8		29.0		21.8				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	44.0		50.0		56.0		50.0				
Max Q Clear Time (g_c+I1), s	0.0	13.3		13.6		11.3		2.9				
Green Ext Time (p_c), s	0.0	8.8		1.3		9.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		13.2	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	77	554	15	43	413
Future Vol, veh/h	15	77	554	15	43	413
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	90	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	0	3	2
Mvmt Flow	17	87	622	17	48	464

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1182	622	0	0	639	0
Stage 1	622	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	212	490	-	-	940	-
Stage 1	539	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	490	-	-	940	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	940	-
HCM Lane V/C Ratio	-	-	0.26	0.051	-
HCM Control Delay (s)	-	-	17.2	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	17	2	77	0	2	0	33	487	8	3	323	27
Future Vol, veh/h	17	2	77	0	2	0	33	487	8	3	323	27
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	27	0	10	0	50	0	6	2	0	0	6	19
Mvmt Flow	19	2	88	0	2	0	38	553	9	3	367	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1027	383	1063	1033	553	398	0	0	562	0	0
Stage 1	389	389	-	629	629	-	-	-	-	-	-	-
Stage 2	635	638	-	434	404	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.3	7.1	7	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.39	3.5	4.45	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	192	236	647	203	192	537	1139	-	-	1019	-	-
Stage 1	588	612	-	474	408	-	-	-	-	-	-	-
Stage 2	427	474	-	604	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	223	647	167	182	537	1139	-	-	1019	-	-
Mov Cap-2 Maneuver	183	223	-	167	182	-	-	-	-	-	-	-
Stage 1	559	610	-	451	388	-	-	-	-	-	-	-
Stage 2	404	451	-	518	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	25	0.5	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1139	-	-	435	182	1019	-	-
HCM Lane V/C Ratio	0.033	-	-	0.251	0.012	0.003	-	-
HCM Control Delay (s)	8.3	0	-	16	25	8.5	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0	0	-	-

14: S Main St & Betty Talmadge Ave

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	7	505	610	46
Future Vol, veh/h	7	8	7	505	610	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	14	0	0	1	6	8
Mvmt Flow	8	9	8	549	663	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1253	688	713	0	-	0
Stage 1	688	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.54	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	179	450	896	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	450	896	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	896	-	262	-	-
HCM Lane V/C Ratio	0.008	-	0.062	-	-
HCM Control Delay (s)	9.1	0	19.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	415	223	305	207	159	241
Future Volume (veh/h)	415	223	305	207	159	241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1826	1885	1885	1796	1811
Adj Flow Rate, veh/h	494	265	363	246	189	287
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	9	5	1	1	7	6
Cap, veh/h	452	242	346	235	187	836
Arrive On Green	0.43	0.43	0.33	0.33	0.08	0.46
Sat Flow, veh/h	1048	562	1048	710	1711	1811
Grp Volume(v), veh/h	760	0	0	609	189	287
Grp Sat Flow(s),veh/h/ln	1613	0	0	1757	1711	1811
Q Serve(g_s), s	56.0	0.0	0.0	43.0	10.0	13.2
Cycle Q Clear(g_c), s	56.0	0.0	0.0	43.0	10.0	13.2
Prop In Lane	0.65	0.35		0.40	1.00	
Lane Grp Cap(c), veh/h	695	0	0	581	187	836
V/C Ratio(X)	1.09	0.00	0.00	1.05	1.01	0.34
Avail Cap(c_a), veh/h	695	0	0	581	187	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	43.5	36.3	22.4
Incr Delay (d2), s/veh	62.6	0.0	0.0	50.4	68.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	45.1	0.0	0.0	35.5	11.6	9.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	99.6	0.0	0.0	93.9	105.0	22.6
LnGrp LOS	F	A	A	F	F	C
Approach Vol, veh/h	760		609			476
Approach Delay, s/veh	99.6		93.9			55.3
Approach LOS	F		F			E

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		63.0	17.0	50.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		60.0		56.0	10.0	43.0
Max Q Clear Time (g_c+I1), s		15.2		58.0	12.0	45.0
Green Ext Time (p_c), s		5.6		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	226	182	346	337	5	195	1642	374	23	2399	309
Future Volume (veh/h)	302	226	182	346	337	5	195	1642	374	23	2399	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1870	1900	1870	1900	1856	1841	1885	1841	1856	1870
Adj Flow Rate, veh/h	318	238	0	364	355	5	205	1728	0	24	2525	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	0	2	0	3	4	1	4	3	2
Cap, veh/h	354	234		374	470	7	239	2957		41	2712	
Arrive On Green	0.10	0.12	0.00	0.11	0.13	0.13	0.14	1.00	0.00	0.02	0.54	0.00
Sat Flow, veh/h	3483	1900	1585	3510	3588	50	3428	5025	1598	1753	5066	1585
Grp Volume(v), veh/h	318	238	0	364	176	184	205	1728	0	24	2525	0
Grp Sat Flow(s),veh/h/ln	1742	1900	1585	1755	1777	1861	1714	1675	1598	1753	1689	1585
Q Serve(g_s), s	16.2	22.2	0.0	18.6	17.2	17.2	10.5	0.0	0.0	2.4	83.1	0.0
Cycle Q Clear(g_c), s	16.2	22.2	0.0	18.6	17.2	17.2	10.5	0.0	0.0	2.4	83.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	234		374	233	244	239	2957		41	2712	
V/C Ratio(X)	0.90	1.02		0.97	0.75	0.76	0.86	0.58		0.59	0.93	
Avail Cap(c_a), veh/h	362	234		374	233	244	240	2957		134	2712	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.82	0.82	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.9	78.9	0.0	80.1	75.4	75.4	76.6	0.0	0.0	87.0	38.7	0.0
Incr Delay (d2), s/veh	23.8	62.9	0.0	39.0	11.8	11.4	21.7	0.7	0.0	12.7	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.2	21.4	0.0	15.8	13.4	14.0	8.3	0.3	0.0	2.2	43.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.7	141.8	0.0	119.1	87.2	86.8	98.3	0.7	0.0	99.8	46.0	0.0
LnGrp LOS	F	F		F	F	F	F	A		F	D	
Approach Vol, veh/h		556	A		724			1933	A		2549	A
Approach Delay, s/veh		120.0			103.2			11.0			46.5	
Approach LOS		F			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	103.1	25.6	31.4	10.4	112.6	27.0	30.0
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	12.6	* 96	18.7	* 23	* 14	* 96	* 19	* 22
Max Q Clear Time (g_c+I1), s	12.5	85.1	18.2	19.2	4.4	2.0	20.6	24.2
Green Ext Time (p_c), s	0.0	11.2	0.1	0.3	0.0	87.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	0	70	0	0	0	107	1508	0	0	2068	859
Future Volume (veh/h)	703	0	70	0	0	0	107	1508	0	0	2068	859
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1870	1841	1900	1900	1856	1885
Adj Flow Rate, veh/h	740	0	74	0	0	0	113	1587	0	0	2177	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	0	0	0	2	4	0	0	3	1
Cap, veh/h	659	0	298	0	1	0	222	3733	0	40	3434	
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.03	0.74	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3563	0	1610	0	1900	0	1781	5191	0	327	5066	1598
Grp Volume(v), veh/h	740	0	74	0	0	0	113	1587	0	0	2177	0
Grp Sat Flow(s),veh/h/ln	1781	0	1610	0	1900	0	1781	1675	0	327	1689	1598
Q Serve(g_s), s	33.3	0.0	7.1	0.0	0.0	0.0	3.4	21.4	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	33.3	0.0	7.1	0.0	0.0	0.0	3.4	21.4	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	659	0	298	0	1	0	222	3733	0	40	3434	
V/C Ratio(X)	1.12	0.00	0.25	0.00	0.00	0.00	0.51	0.43	0.00	0.00	0.63	
Avail Cap(c_a), veh/h	659	0	298	0	188	0	304	3733	0	40	3434	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.24	0.00
Uniform Delay (d), s/veh	73.3	0.0	62.7	0.0	0.0	0.0	7.4	8.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	73.9	0.0	0.5	0.0	0.0	0.0	2.2	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.3	0.0	5.3	0.0	0.0	0.0	2.4	11.3	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.3	0.0	63.2	0.0	0.0	0.0	9.6	9.1	0.0	0.0	0.2	0.0
LnGrp LOS	F	A	E	A	A	A	A	A	A	A	A	
Approach Vol, veh/h		814			0			1700			2177	A
Approach Delay, s/veh		139.6			0.0			9.1			0.2	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	41.7	128.3		40.0		140.0		0.0				
Change Period (Y+Rc), s	* 5.7	6.3		* 6.7		6.3		7.2				
Max Green Setting (Gmax), s	* 14	88.7		* 33		108.7		17.8				
Max Q Clear Time (g_c+I1), s	15.4	2.0		35.3		23.4		0.0				
Green Ext Time (p_c), s	0.2	85.5		0.0		77.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	18	0	0	0	11	1457	0	0	2103	35
Future Volume (veh/h)	158	0	18	0	0	0	11	1457	0	0	2103	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	191	0	0	0	0	0	12	1584	0	0	2286	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	0	0	0	0	0	4	0	0	4	0
Cap, veh/h	235	129		0	1	0	144	3012	0	286	2847	
Arrive On Green	0.07	0.00	0.00	0.00	0.00	0.00	0.02	0.86	0.00	0.00	0.81	0.00
Sat Flow, veh/h	3478	1900	0	0	1900	0	1810	3589	0	1810	3497	1610
Grp Volume(v), veh/h	191	0	0	0	0	0	12	1584	0	0	2286	0
Grp Sat Flow(s),veh/h/ln	1739	1900	0	0	1900	0	1810	1749	0	1810	1749	1610
Q Serve(g_s), s	9.8	0.0	0.0	0.0	0.0	0.0	0.2	20.7	0.0	0.0	63.2	0.0
Cycle Q Clear(g_c), s	9.8	0.0	0.0	0.0	0.0	0.0	0.2	20.7	0.0	0.0	63.2	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	129		0	1	0	144	3012	0	286	2847	
V/C Ratio(X)	0.81	0.00		0.00	0.00	0.00	0.08	0.53	0.00	0.00	0.80	
Avail Cap(c_a), veh/h	651	356		0	94	0	259	3012	0	427	2847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	82.8	0.0	0.0	0.0	0.0	0.0	15.0	3.2	0.0	0.0	9.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	0.0	0.1	0.7	0.0	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	0.0	0.0	0.0	0.3	8.0	0.0	0.0	25.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.4	0.0	0.0	0.0	0.0	0.0	15.1	3.8	0.0	0.0	11.5	0.0
LnGrp LOS	F	A		A	A	A	B	A	A	A	B	
Approach Vol, veh/h		191	A		0			1596			2286	A
Approach Delay, s/veh		85.4			0.0			3.9			11.5	
Approach LOS		F						A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	153.0		18.5	0.0	161.5		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 14	98.5		* 34	* 14	98.5		8.9
Max Q Clear Time (g_c+I1), s	12.2	65.2		11.8	0.0	22.7		0.0
Green Ext Time (p_c), s	0.0	33.3		0.4	0.0	72.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	0	40	3	0	0	14	1405	0	1	2041	79
Future Volume (veh/h)	63	0	40	3	0	0	14	1405	0	1	2041	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	907	1900	1900	1900	1841	1900	1900	1856	1752
Adj Flow Rate, veh/h	68	0	0	3	0	0	15	1511	0	1	2195	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	67	0	0	0	4	0	0	3	10
Cap, veh/h	122	0		138	0	0	163	2908	0	290	2867	
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.00	0.02	0.83	0.00	0.00	0.81	0.00
Sat Flow, veh/h	1450	0	1610	1744	0	0	1810	3589	0	1810	3526	1485
Grp Volume(v), veh/h	68	0	0	3	0	0	15	1511	0	1	2195	0
Grp Sat Flow(s),veh/h/ln	1450	0	1610	1744	0	0	1810	1749	0	1810	1763	1485
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	0.0	0.3	23.1	0.0	0.0	55.4	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.3	0.0	0.0	0.3	23.1	0.0	0.0	55.4	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	0		138	0	0	163	2908	0	290	2867	
V/C Ratio(X)	0.56	0.00		0.02	0.00	0.00	0.09	0.52	0.00	0.00	0.77	
Avail Cap(c_a), veh/h	181	0		198	0	0	269	2908	0	429	2867	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	84.1	0.0	0.0	80.3	0.0	0.0	11.9	4.5	0.0	4.2	8.3	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.1	0.0	0.0	0.1	0.7	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	0.0	0.0	0.2	0.0	0.0	0.3	10.2	0.0	0.0	22.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	0.0	80.4	0.0	0.0	12.0	5.2	0.0	4.2	10.3	0.0
LnGrp LOS	F	A		F	A	A	B	A	A	A	B	
Approach Vol, veh/h		68	A		3			1526			2196	A
Approach Delay, s/veh		88.8			80.4			5.2			10.3	
Approach LOS		F			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	153.0		17.5	6.2	156.3		17.5
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 4	* 1.3E2		17.6	14.1*	1.3E2		17.6
Max Q Clear Time (g_c+I1), s	2.3	57.4		2.3	2.0	25.1		10.3
Green Ext Time (p_c), s	0.0	70.6		0.0	0.0	91.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	9	17	15	74	12	1345	12	101	1983	0
Future Vol, veh/h	0	5	9	17	15	74	12	1345	12	101	1983	0
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	-	-	-	-	-	-	210	-	-	280	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	6	0	3	0	8	4	0
Mvmt Flow	0	5	9	18	16	78	13	1416	13	106	2087	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3041	3754	1044	2707	3748	715	2087	0	0	1429	0	0
Stage 1	2299	2299	-	1449	1449	-	-	-	-	-	-	-
Stage 2	742	1455	-	1258	2299	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.02	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.36	2.2	-	-	2.28	-	-
Pot Cap-1 Maneuver	6	~ 4	229	~ 10	~ 4	364	269	-	-	442	-	-
Stage 1	41	74	-	140	198	-	-	-	-	-	-	-
Stage 2	378	197	-	184	74	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	~ 3	229	~ 7	~ 3	364	269	-	-	442	-	-
Mov Cap-2 Maneuver	29	32	-	58	33	-	-	-	-	-	-	-
Stage 1	39	56	-	133	188	-	-	-	-	-	-	-
Stage 2	259	188	-	121	56	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.4	159.7	0.2	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	269	-	-	72	111	442	-	-
HCM Lane V/C Ratio	0.047	-	-	0.205	1.005	0.241	-	-
HCM Control Delay (s)	19	-	-	67.4	159.7	15.7	-	-
HCM Lane LOS	C	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	6.5	0.9	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	9	36	1	18	14	1345	14	47	1947	15
Future Vol, veh/h	6	2	9	36	1	18	14	1345	14	47	1947	15
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	810	410	-	155
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	6	2	10	39	1	19	15	1446	15	51	2094	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2950	3687	1047	2626	3688	723	2110	0	0	1461	0	0
Stage 1	2196	2196	-	1476	1476	-	-	-	-	-	-	-
Stage 2	754	1491	-	1150	2212	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.28	-	-
Pot Cap-1 Maneuver	7	5	228	~ 12	5	373	263	-	-	430	-	-
Stage 1	47	84	-	135	192	-	-	-	-	-	-	-
Stage 2	372	189	-	214	82	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	4	228	~ 10	4	373	263	-	-	430	-	-
Mov Cap-2 Maneuver	36	44	-	69	41	-	-	-	-	-	-	-
Stage 1	44	74	-	127	181	-	-	-	-	-	-	-
Stage 2	331	178	-	175	72	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70.4	95.2	0.2	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	263	-	-	38	228	93	430	-	-
HCM Lane V/C Ratio	0.057	-	-	0.226	0.042	0.636	0.118	-	-
HCM Control Delay (s)	19.5	-	-	125.5	21.5	95.2	14.5	-	-
HCM Lane LOS	C	-	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	3	0.4	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	151	176	168	167	14	147	1246	17	14	1877	101
Future Volume (veh/h)	113	151	176	168	167	14	147	1246	17	14	1877	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	120	161	0	179	178	15	156	1326	0	15	1997	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	126	201		153	181	15	174	2411		246	2284	
Arrive On Green	0.05	0.11	0.00	0.05	0.11	0.11	0.05	0.69	0.00	0.01	0.65	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1715	144	1767	3497	1610	1612	3526	1610
Grp Volume(v), veh/h	120	161	0	179	0	193	156	1326	0	15	1997	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1859	1767	1749	1610	1612	1763	1610
Q Serve(g_s), s	8.5	14.9	0.0	8.5	0.0	18.6	7.5	34.1	0.0	0.6	82.8	0.0
Cycle Q Clear(g_c), s	8.5	14.9	0.0	8.5	0.0	18.6	7.5	34.1	0.0	0.6	82.8	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	201		153	0	196	174	2411		246	2284	
V/C Ratio(X)	0.95	0.80		1.17	0.00	0.98	0.89	0.55		0.06	0.87	
Avail Cap(c_a), veh/h	126	201		153	0	196	203	2411		339	2284	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.8	78.7	0.0	76.7	0.0	80.3	51.3	14.0	0.0	12.6	25.8	0.0
Incr Delay (d2), s/veh	65.7	19.9	0.0	126.1	0.0	59.2	30.6	0.9	0.0	0.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	13.1	0.0	13.5	0.0	17.9	13.3	18.5	0.0	0.4	42.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.6	98.6	0.0	202.8	0.0	139.6	81.9	14.9	0.0	12.6	30.8	0.0
LnGrp LOS	F	F		F	A	F	F	B		B	C	
Approach Vol, veh/h		281	A		372			1482	A		2012	A
Approach Delay, s/veh		116.1			170.0			21.9			30.7	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	122.9	15.0	26.0	8.6	130.4	15.0	26.0
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	12.5	* 1.1E2	8.5	19.0	12.5	* 1.1E2	8.5	19.0
Max Q Clear Time (g_c+I1), s	9.5	84.8	10.5	20.6	2.6	36.1	10.5	16.9
Green Ext Time (p_c), s	0.1	28.7	0.0	0.0	0.0	65.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	41	14	0	109
Future Vol, veh/h	25	2	41	14	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	2	50	17	0	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	192	59	0	0	67	0
Stage 1	59	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	801	1012	-	-	1547	-
Stage 1	969	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	1012	-	-	1547	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	814	1547	-
HCM Lane V/C Ratio	-	-	0.04	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

9: Brown Rd & Poston Rd

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	21	50	41	9	73
Future Vol, veh/h	84	21	50	41	9	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	26	62	51	11	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	200	88	0	0	113	0
Stage 1	88	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	793	976	-	-	1489	-
Stage 1	940	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	976	-	-	1489	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1489	-
HCM Lane V/C Ratio	-	-	0.158	0.007	-
HCM Control Delay (s)	-	-	10.2	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

10: Mundys Mill Rd & Brown Rd

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	275	10	21	311	47	0	0	0	54	12	91
Future Vol, veh/h	44	275	10	21	311	47	0	0	0	54	12	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	2	2	0	0	0	0	0	0
Mvmt Flow	46	289	11	22	327	49	0	0	0	57	13	96

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	376	0	0	300	0	0			783	788	352
Stage 1	-	-	-	-	-	-			396	396	-
Stage 2	-	-	-	-	-	-			387	392	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1194	-	-	1273	-	-			365	326	696
Stage 1	-	-	-	-	-	-			684	607	-
Stage 2	-	-	-	-	-	-			691	610	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1194	-	-	1273	-	-			341	0	696
Mov Cap-2 Maneuver	-	-	-	-	-	-			341	0	-
Stage 1	-	-	-	-	-	-			653	0	-
Stage 2	-	-	-	-	-	-			676	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0.4	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1194	-	-	1273	-	-	502
HCM Lane V/C Ratio	0.039	-	-	0.017	-	-	0.329
HCM Control Delay (s)	8.1	0	-	7.9	0	-	15.7
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	1.4

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	9	19	300	12	90	29	515	471	225	561	30
Future Volume (veh/h)	17	9	19	300	12	90	29	515	471	225	561	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1707	1900	1870	1900	1856	1900	1885	1885	1856	1900	1900
Adj Flow Rate, veh/h	18	9	20	316	13	0	31	542	0	237	591	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	13	0	2	0	3	0	1	1	3	0	0
Cap, veh/h	194	102	176	439	15		323	1091		436	883	748
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.00	0.03	0.58	0.00	0.46	0.46	0.46
Sat Flow, veh/h	531	403	691	1395	57	1572	1810	1885	1598	857	1900	1610
Grp Volume(v), veh/h	47	0	0	329	0	0	31	542	0	237	591	32
Grp Sat Flow(s),veh/h/ln	1624	0	0	1453	0	1572	1810	1885	1598	857	1900	1610
Q Serve(g_s), s	0.0	0.0	0.0	16.3	0.0	0.0	0.7	14.2	0.0	18.9	20.2	0.9
Cycle Q Clear(g_c), s	1.9	0.0	0.0	18.2	0.0	0.0	0.7	14.2	0.0	23.6	20.2	0.9
Prop In Lane	0.38		0.43	0.96		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	0	0	453	0		323	1091		436	883	748
V/C Ratio(X)	0.10	0.00	0.00	0.73	0.00		0.10	0.50		0.54	0.67	0.04
Avail Cap(c_a), veh/h	789	0	0	771	0		375	1486		591	1226	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	29.9	0.0	0.0	12.9	10.4	0.0	20.2	17.4	12.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.2	0.0	0.0	0.1	0.4	0.0	1.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.0	10.3	0.0	0.0	0.5	8.4	0.0	6.2	12.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	0.0	32.1	0.0	0.0	13.0	10.8	0.0	21.3	18.3	12.3
LnGrp LOS	C	A	A	C	A		B	B		C	B	B
Approach Vol, veh/h		47			329	A		573	A		860	
Approach Delay, s/veh		24.1			32.1			10.9			18.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	45.9		28.3		55.5		28.3				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	54.0		40.0		66.0		40.0				
Max Q Clear Time (g_c+I1), s	2.7	25.6		20.2		16.2		3.9				
Green Ext Time (p_c), s	0.0	13.3		1.1		12.8		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		18.9	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

12: Fayetteville Rd (SR 54) & Brown Rd

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	78	599	26	138	811
Future Vol, veh/h	14	78	599	26	138	811
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	90	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	5	0	1
Mvmt Flow	15	81	624	27	144	845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1757	624	0	0	651	0
Stage 1	624	-	-	-	-	-
Stage 2	1133	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	94	489	-	-	945	-
Stage 1	538	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	489	-	-	945	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	263	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	275	945	-
HCM Lane V/C Ratio	-	-	0.348	0.152	-
HCM Control Delay (s)	-	-	24.9	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.5	-

13: S Main St & Old Poston Rd/Warehouse

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	18	0	100	10	10	7	64	431	0	2	626	32
Future Vol, veh/h	18	0	100	10	10	7	64	431	0	2	626	32
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	0	2	0	50	0	8	1	0	0	1	5
Mvmt Flow	21	0	115	11	11	8	74	495	0	2	720	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1396	1386	739	1443	1404	495	757	0	0	495	0	0
Stage 1	743	743	-	643	643	-	-	-	-	-	-	-
Stage 2	653	643	-	800	761	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.22	7.1	7	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.318	3.5	4.45	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	144	417	111	111	579	828	-	-	1079	-	-
Stage 1	363	425	-	465	402	-	-	-	-	-	-	-
Stage 2	409	472	-	382	351	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	126	417	73	97	579	828	-	-	1079	-	-
Mov Cap-2 Maneuver	83	126	-	73	97	-	-	-	-	-	-	-
Stage 1	318	424	-	408	353	-	-	-	-	-	-	-
Stage 2	342	414	-	276	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.4	51.8	1.3	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	258	107	1079	-	-
HCM Lane V/C Ratio	0.089	-	-	0.526	0.29	0.002	-	-
HCM Control Delay (s)	9.8	0	-	33.4	51.8	8.3	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.8	1.1	0	-	-

14: S Main St & Betty Talmadge Ave

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	30	10	653	663	45
Future Vol, veh/h	33	30	10	653	663	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	1	2
Mvmt Flow	36	33	11	718	729	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1494	754	778	0	-	0
Stage 1	754	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	137	412	848	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	412	848	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	848	-	197	-	-
HCM Lane V/C Ratio	0.013	-	0.351	-	-
HCM Control Delay (s)	9.3	0	32.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	332	189	306	380	360	376
Future Volume (veh/h)	332	189	306	380	360	376
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1870	1885	1885	1870	1885
Adj Flow Rate, veh/h	335	191	309	384	364	380
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	2	1	1	2	1
Cap, veh/h	300	171	293	364	357	1147
Arrive On Green	0.28	0.28	0.38	0.38	0.17	0.61
Sat Flow, veh/h	1092	623	764	950	1781	1885
Grp Volume(v), veh/h	527	0	0	693	364	380
Grp Sat Flow(s),veh/h/ln	1718	0	0	1714	1781	1885
Q Serve(g_s), s	33.0	0.0	0.0	46.0	20.0	11.9
Cycle Q Clear(g_c), s	33.0	0.0	0.0	46.0	20.0	11.9
Prop In Lane	0.64	0.36		0.55	1.00	
Lane Grp Cap(c), veh/h	473	0	0	657	357	1147
V/C Ratio(X)	1.12	0.00	0.00	1.05	1.02	0.33
Avail Cap(c_a), veh/h	473	0	0	657	357	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	0.0	0.0	37.0	39.6	11.5
Incr Delay (d2), s/veh	76.7	0.0	0.0	50.4	52.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.6	0.0	0.0	37.3	16.6	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	120.2	0.0	0.0	87.4	92.4	11.7
LnGrp LOS	F	A	A	F	F	B
Approach Vol, veh/h	527		693			744
Approach Delay, s/veh	120.2		87.4			51.2
Approach LOS	F		F			D

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.0		40.0	27.0	53.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		73.0		33.0	20.0	46.0
Max Q Clear Time (g_c+I1), s		13.9		35.0	22.0	48.0
Green Ext Time (p_c), s		8.2		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	82.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX I

CAPACITY ANALYSIS REPORTS - NO-BUILD CONDITIONS

1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	264	189	306	229	1	133	2712	524	17	1319	173
Future Volume (veh/h)	310	264	189	306	229	1	133	2712	524	17	1319	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1885	1885	1900	1796	1841	1885	1900	1781	1856
Adj Flow Rate, veh/h	337	287	0	333	249	1	145	2948	0	18	1434	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	1	1	0	7	4	1	0	8	3
Cap, veh/h	404	309		255	593	2	181	2932		36	2636	
Arrive On Green	0.08	0.17	0.00	0.07	0.16	0.16	0.11	1.00	0.00	0.02	0.54	0.00
Sat Flow, veh/h	5103	1870	1598	3483	3659	15	3319	5025	1598	1810	4863	1572
Grp Volume(v), veh/h	337	287	0	333	122	128	145	2948	0	18	1434	0
Grp Sat Flow(s),veh/h/ln	1701	1870	1598	1742	1791	1883	1659	1675	1598	1810	1621	1572
Q Serve(g_s), s	11.7	27.2	0.0	13.2	11.0	11.0	7.7	105.0	0.0	1.8	34.5	0.0
Cycle Q Clear(g_c), s	11.7	27.2	0.0	13.2	11.0	11.0	7.7	105.0	0.0	1.8	34.5	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	309		255	290	305	181	2932		36	2636	
V/C Ratio(X)	0.83	0.93		1.30	0.42	0.42	0.80	1.01		0.50	0.54	
Avail Cap(c_a), veh/h	499	561		255	498	524	249	2932		60	2636	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.52	0.52	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	81.7	74.1	0.0	83.4	67.8	67.8	79.2	0.0	0.0	87.3	26.8	0.0
Incr Delay (d2), s/veh	9.8	6.5	0.0	162.2	0.4	0.3	6.7	13.3	0.0	10.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	19.6	0.0	18.8	8.8	9.2	5.4	5.9	0.0	1.7	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.5	80.6	0.0	245.6	68.2	68.2	85.9	13.3	0.0	97.8	27.6	0.0
LnGrp LOS	F	F		F	E	E	F	F		F	C	
Approach Vol, veh/h		624	A		583			3093	A		1452	A
Approach Delay, s/veh		86.5			169.5			16.7			28.4	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	104.3	21.5	37.0	9.8	111.7	21.0	37.5
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	13.5	* 70	17.6	* 50	* 6	* 78	* 13	* 54
Max Q Clear Time (g_c+I1), s	9.7	36.5	13.7	13.0	3.8	107.0	15.2	29.2
Green Ext Time (p_c), s	0.1	30.9	0.5	0.4	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	758	0	81	0	0	0	64	2611	0	0	1379	435
Future Volume (veh/h)	758	0	81	0	0	0	64	2611	0	0	1379	435
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1826	1900	1900	1900	1900	1841	1900	1900	1796	1870
Adj Flow Rate, veh/h	815	0	87	0	0	0	69	2808	0	0	1483	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	5	0	0	0	0	4	0	0	7	2
Cap, veh/h	990	0	287	0	1	0	344	3732	0	40	3328	
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.06	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	5344	0	1547	0	1900	0	1810	5191	0	98	4904	1585
Grp Volume(v), veh/h	815	0	87	0	0	0	69	2808	0	0	1483	0
Grp Sat Flow(s),veh/h/ln	1781	0	1547	0	1900	0	1810	1675	0	98	1635	1585
Q Serve(g_s), s	26.4	0.0	8.7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.4	0.0	8.7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	990	0	287	0	1	0	344	3732	0	40	3328	
V/C Ratio(X)	0.82	0.00	0.30	0.00	0.00	0.00	0.20	0.75	0.00	0.00	0.45	
Avail Cap(c_a), veh/h	1464	0	424	0	538	0	369	3732	0	40	3328	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.65	0.00
Uniform Delay (d), s/veh	70.5	0.0	63.3	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.7	0.0	0.0	0.0	0.2	1.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	0.0	6.3	0.0	0.0	0.0	1.3	0.6	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	0.0	64.0	0.0	0.0	0.0	7.2	1.0	0.0	0.0	0.3	0.0
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	
Approach Vol, veh/h		902			0			2877			1483	A
Approach Delay, s/veh		72.4			0.0			1.2			0.3	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.5	128.5		40.0		140.0		0.0				
Change Period (Y+Rc), s	* 5.7	6.3		* 6.7		6.3		7.2				
Max Green Setting (Gmax), s	* 8.3	45.5		* 49		59.5		51.0				
Max Q Clear Time (g_c+I1), s	4.0	2.0		28.4		2.0		0.0				
Green Ext Time (p_c), s	0.1	40.3		4.9		57.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	11	0	0	0	26	2638	0	11	1355	94
Future Volume (veh/h)	37	0	11	0	0	0	26	2638	0	11	1355	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1352	1900	1737	1900	1900	1900	1900	1841	1900	1900	1796	1841
Adj Flow Rate, veh/h	26	20	0	0	0	0	28	2837	0	12	1457	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	37	0	11	0	0	0	0	4	0	0	7	4
Cap, veh/h	51	76		0	1	0	394	4229	0	146	4078	
Arrive On Green	0.04	0.04	0.00	0.00	0.00	0.00	0.05	1.00	0.00	0.03	1.00	0.00
Sat Flow, veh/h	1287	1900	0	0	1900	0	1810	5191	0	1810	4904	1560
Grp Volume(v), veh/h	26	20	0	0	0	0	28	2837	0	12	1457	0
Grp Sat Flow(s),veh/h/ln	1287	1900	0	0	1900	0	1810	1675	0	1810	1635	1560
Q Serve(g_s), s	3.6	1.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	1.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	76		0	1	0	394	4229	0	146	4078	
V/C Ratio(X)	0.51	0.26		0.00	0.00	0.00	0.07	0.67	0.00	0.08	0.36	
Avail Cap(c_a), veh/h	293	433		0	422	0	428	4229	0	191	4078	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	84.7	83.8	0.0	0.0	0.0	0.0	1.8	0.0	0.0	2.1	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.7	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	1.7	0.0	0.0	0.0	0.0	0.2	0.4	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	84.5	0.0	0.0	0.0	0.0	1.8	0.6	0.0	2.2	0.2	0.0
LnGrp LOS	F	F		A	A	A	A	A	A	A	A	
Approach Vol, veh/h		46	A		0			2865			1469	A
Approach Delay, s/veh		86.2			0.0			0.6			0.2	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	156.2		13.5	8.5	158.0		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 8	66.3		* 41	* 7.2	67.1		40.0
Max Q Clear Time (g_c+I1), s	2.4	2.0		5.6	2.2	2.0		0.0
Green Ext Time (p_c), s	0.0	59.7		0.1	0.0	64.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	0	18	0	0	0	77	2612	0	2	1306	58
Future Volume (veh/h)	52	0	18	0	0	0	77	2612	0	2	1306	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1870	1841	1900	1900	1796	1544
Adj Flow Rate, veh/h	57	0	0	0	0	0	85	2870	0	2	1435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	0	0	0	0	0	2	4	0	0	7	24
Cap, veh/h	110	0		0	92	0	310	4210	0	103	3952	
Arrive On Green	0.05	0.00	0.00	0.00	0.00	0.00	0.03	0.84	0.00	0.00	0.27	0.00
Sat Flow, veh/h	1440	0	1610	0	1900	0	1781	5191	0	1810	4904	1309
Grp Volume(v), veh/h	57	0	0	0	0	0	85	2870	0	2	1435	0
Grp Sat Flow(s),veh/h/ln	1440	0	1610	0	1900	0	1781	1675	0	1810	1635	1309
Q Serve(g_s), s	7.1	0.0	0.0	0.0	0.0	0.0	1.4	38.9	0.0	0.0	42.8	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0	0.0	0.0	0.0	1.4	38.9	0.0	0.0	42.8	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	0		0	92	0	310	4210	0	103	3952	
V/C Ratio(X)	0.52	0.00		0.00	0.00	0.00	0.27	0.68	0.00	0.02	0.36	
Avail Cap(c_a), veh/h	384	0		0	454	0	339	4210	0	157	3952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	84.9	0.0	0.0	0.0	0.0	0.0	9.3	5.5	0.0	6.4	28.5	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	0.0	0.0	0.0	0.2	0.9	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	0.0	0.0	0.0	1.7	14.5	0.0	0.0	25.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.4	0.0	0.0	0.0	0.0	0.0	9.4	6.4	0.0	6.4	28.8	0.0
LnGrp LOS	F	A		A	A	A	A	A	A	A	C	
Approach Vol, veh/h		57	A		0			2955			1437	A
Approach Delay, s/veh		89.4			0.0			6.5			28.7	
Approach LOS		F						A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	151.7		16.1	6.5	157.4		16.1
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 8.3	* 1.1E2		43.0	6.0	* 1.1E2		43.0
Max Q Clear Time (g_c+I1), s	9.4	44.8		0.0	2.0	40.9		9.1
Green Ext Time (p_c), s	0.0	55.9		0.0	0.0	70.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	21.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	14	6	1	59	7	2628	14	79	1245	0
Future Vol, veh/h	2	10	14	6	1	59	7	2628	14	79	1245	0
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	-	-	-	-	-	-	385	-	310	385	-	310
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	75	0	18	0	3	0	14	7	0
Mvmt Flow	2	11	16	7	1	67	8	2986	16	90	1415	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2806	4613	708	3754	4597	1493	1415	0	0	3002	0	0
Stage 1	1595	1595	-	3002	3002	-	-	-	-	-	-	-
Stage 2	1211	3018	-	752	1595	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	7.9	6.5	7.46	5.3	-	-	5.58	-	-
Critical Hdwy Stg 1	7.3	5.5	-	8.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	8.2	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	4.55	4	4.08	3.1	-	-	3.24	-	-
Pot Cap-1 Maneuver	20	~ 1	327	~ 1	~ 1	83	250	-	-	~ 31	-	-
Stage 1	77	168	-	~ 2	32	-	-	-	-	-	-	-
Stage 2	176	31	-	221	168	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	327	-	0	83	250	-	-	~ 31	-	-
Mov Cap-2 Maneuver	~ -209	0	-	~ 3	~ -10	-	-	-	-	-	-	-
Stage 1	75	0	-	~ 2	31	-	-	-	-	-	-	-
Stage 2	32	30	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	67.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	250	-	-	-	-	~ 31	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-	2.896	-	-
HCM Control Delay (s)	19.9	-	-	-	-	$ 1125	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	10.5	-	-

Notes

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

Intersection	
Int Delay, s/veh	57.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	14	34	0	22	2	2618	4	11	1250	4
Future Vol, veh/h	9	1	14	34	0	22	2	2618	4	11	1250	4
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	10	1	16	38	0	25	2	2942	4	12	1404	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2609	4378	702	3532	4378	1471	1408	0	0	2946	0	0
Stage 1	1428	1428	-	2946	2946	-	-	-	-	-	-	-
Stage 2	1181	2950	-	586	1432	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.28	6.68	6.5	7.22	5.3	-	-	5.88	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.98	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.99	3.94	4	3.96	3.1	-	-	3.39	-	-
Pot Cap-1 Maneuver	27	2	314	~ 5	2	96	252	-	-	26	-	-
Stage 1	101	203	-	~ 6	34	-	-	-	-	-	-	-
Stage 2	184	34	-	397	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	~ 1	314	~ 3	1	96	252	-	-	26	-	-
Mov Cap-2 Maneuver	56	17	-	~ 5	24	-	-	-	-	-	-	-
Stage 1	100	109	-	~ 6	34	-	-	-	-	-	-	-
Stage 2	136	34	-	201	109	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	54.5	$ 3994.3	0	2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	252	-	-	46	314	8	26	-	-
HCM Lane V/C Ratio	0.009	-	-	0.244	0.05	7.865	0.475	-	-
HCM Control Delay (s)	19.4	-	-	106.9	17.3	$ 3994.3	234.1	-	-
HCM Lane LOS	C	-	-	F	C	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.2	9.4	1.5	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	144	189	43	123	15	158	2415	10	10	1181	107
Future Volume (veh/h)	194	144	189	43	123	15	158	2415	10	10	1181	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	211	157	0	47	134	16	172	2625	0	11	1284	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	120	204		112	153	18	360	3614		88	3344	
Arrive On Green	0.04	0.11	0.00	0.02	0.09	0.09	0.04	0.71	0.00	0.01	0.68	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1613	193	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	211	157	0	47	0	150	172	2625	0	11	1284	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1806	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.5	14.6	0.0	4.1	0.0	14.8	5.2	55.5	0.0	0.5	20.3	0.0
Cycle Q Clear(g_c), s	6.5	14.6	0.0	4.1	0.0	14.8	5.2	55.5	0.0	0.5	20.3	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	204		112	0	172	360	3614		88	3344	
V/C Ratio(X)	1.76	0.77		0.42	0.00	0.87	0.48	0.73		0.12	0.38	
Avail Cap(c_a), veh/h	120	507		112	0	462	469	3614		105	3344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.0	78.1	0.0	73.3	0.0	80.4	9.4	15.3	0.0	16.5	12.3	0.0
Incr Delay (d2), s/veh	374.4	4.5	0.0	1.9	0.0	10.0	0.4	1.3	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.8	11.8	0.0	0.4	0.0	11.8	3.3	26.4	0.0	0.2	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	453.4	82.6	0.0	75.2	0.0	90.3	9.8	16.7	0.0	16.8	12.7	0.0
LnGrp LOS	F	F		E	A	F	A	B		B	B	
Approach Vol, veh/h		368	A		197			2797	A		1295	A
Approach Delay, s/veh		295.2			86.7			16.2			12.7	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	129.1	13.0	24.1	8.2	134.7	10.6	26.5
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	18.3	* 83	6.5	46.0	4.0	* 97	4.1	48.4
Max Q Clear Time (g_c+I1), s	7.2	22.3	8.5	16.8	2.5	57.5	6.1	16.6
Green Ext Time (p_c), s	0.2	50.6	0.0	0.3	0.0	39.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	86	26	0	15
Future Vol, veh/h	4	4	86	26	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	0	0
Mvmt Flow	4	4	96	29	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	111	0	0	125	0
Stage 1	111	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	871	948	-	-	1474	-
Stage 1	919	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	948	-	-	1474	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1474	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	2	40	49	14	39
Future Vol, veh/h	21	2	40	49	14	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	6	0	0	0	8	3
Mvmt Flow	29	3	56	68	19	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	182	90	0	0	124	0
Stage 1	90	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	798	973	-	-	1426	-
Stage 1	924	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	973	-	-	1426	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1426	-
HCM Lane V/C Ratio	-	-	0.04	0.014	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	178	0	3	231	28	0	0	0	33	2	25
Future Vol, veh/h	61	178	0	3	231	28	0	0	0	33	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	4	0	5
Mvmt Flow	79	231	0	4	300	36	0	0	0	43	3	32

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	336	0	0	231	0	0			715	715	318
Stage 1	-	-	-	-	-	-			326	326	-
Stage 2	-	-	-	-	-	-			389	389	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.44	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-			5.44	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.44	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.536	4	3.345
Pot Cap-1 Maneuver	1235	-	-	1349	-	-			394	359	716
Stage 1	-	-	-	-	-	-			727	652	-
Stage 2	-	-	-	-	-	-			681	612	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1235	-	-	1349	-	-			364	0	716
Mov Cap-2 Maneuver	-	-	-	-	-	-			364	0	-
Stage 1	-	-	-	-	-	-			674	0	-
Stage 2	-	-	-	-	-	-			678	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1235	-	-	1349	-	-	462
HCM Lane V/C Ratio	0.064	-	-	0.003	-	-	0.169
HCM Control Delay (s)	8.1	0	-	7.7	0	-	14.4
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	0.6

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	18	321	2	120	0	416	229	43	412	19
Future Volume (veh/h)	16	6	18	321	2	120	0	416	229	43	412	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1900	1885	1900	1856	1870	1900	1870	1900
Adj Flow Rate, veh/h	19	7	21	373	2	0	0	484	0	50	479	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	3	0	1	0	3	2	0	2	0
Cap, veh/h	636	141	422	599	638		400	1286		398	1296	587
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.00	0.00	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	1437	419	1256	1371	1900	1598	1810	3526	1585	926	3554	1610
Grp Volume(v), veh/h	19	0	28	373	2	0	0	484	0	50	479	22
Grp Sat Flow(s),veh/h/ln	1437	0	1674	1371	1900	1598	1810	1763	1585	926	1777	1610
Q Serve(g_s), s	0.4	0.0	0.5	11.8	0.0	0.0	0.0	4.7	0.0	2.0	4.6	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.5	12.3	0.0	0.0	0.0	4.7	0.0	6.7	4.6	0.4
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	636	0	562	599	638		400	1286		398	1296	587
V/C Ratio(X)	0.03	0.00	0.05	0.62	0.00		0.00	0.38		0.13	0.37	0.04
Avail Cap(c_a), veh/h	2028	0	2183	1927	2478		590	3392		714	2508	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	10.5	14.7	10.3	0.0	0.0	10.9	0.0	13.4	10.9	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.2	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.3	5.3	0.0	0.0	0.0	2.4	0.0	0.6	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	10.5	15.7	10.3	0.0	0.0	11.1	0.0	13.5	11.1	9.6
LnGrp LOS	B	A	B	B	B		A	B		B	B	A
Approach Vol, veh/h		47			375	A		484	A		551	
Approach Delay, s/veh		10.5			15.7			11.1			11.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	0.0	24.1		22.7		24.1		22.7				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	33.0		61.0		45.0		61.0				
Max Q Clear Time (g_c+I1), s	0.0	8.7		14.3		6.7		2.5				
Green Ext Time (p_c), s	0.0	8.4		1.4		9.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

12: Fayetteville Rd (SR 54) & Brown Rd



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	16	82	0	593	16	46	442
Future Volume (veh/h)	16	82	0	593	16	46	442
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1900	1900		1856	1900	1856	1870
Adj Flow Rate, veh/h	18	92		666	18	52	497
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0		3	0	3	2
Cap, veh/h	24	123		1922	878	517	1937
Arrive On Green	0.09	0.09		0.55	0.55	0.55	0.55
Sat Flow, veh/h	266	1361		3618	1610	751	3647
Grp Volume(v), veh/h	111	0		666	18	52	497
Grp Sat Flow(s),veh/h/ln	1642	0		1763	1610	751	1777
Q Serve(g_s), s	2.5	0.0		4.1	0.2	1.6	2.8
Cycle Q Clear(g_c), s	2.5	0.0		4.1	0.2	5.7	2.8
Prop In Lane	0.16	0.83			1.00	1.00	
Lane Grp Cap(c), veh/h	148	0		1922	878	517	1937
V/C Ratio(X)	0.75	0.00		0.35	0.02	0.10	0.26
Avail Cap(c_a), veh/h	1197	0		4406	2012	1047	4441
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0		4.9	4.0	6.5	4.6
Incr Delay (d2), s/veh	7.3	0.0		0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0		1.0	0.0	0.3	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	24.4	0.0		5.0	4.0	6.6	4.7
LnGrp LOS	C	A		A	A	A	A
Approach Vol, veh/h	111			684			549
Approach Delay, s/veh	24.4			5.0			4.9
Approach LOS	C			A			A

Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+Rc), s	27.9			27.9		10.5
Change Period (Y+Rc), s	7.0			7.0		7.0
Max Green Setting (Gmax), s	48.0			48.0		28.0
Max Q Clear Time (g_c+I1), s	6.1			7.7		4.5
Green Ext Time (p_c), s	14.9			10.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	18	2	82	0	2	0	35	521	9	3	346	29
Future Vol, veh/h	18	2	82	0	2	0	35	521	9	3	346	29
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	27	0	10	0	50	0	6	2	0	0	6	19
Mvmt Flow	20	2	93	0	2	0	40	592	10	3	393	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1094	1098	410	1135	1104	592	426	0	0	602	0	0
Stage 1	416	416	-	672	672	-	-	-	-	-	-	-
Stage 2	678	682	-	463	432	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.3	7.1	7	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.39	3.5	4.45	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	171	215	625	181	173	510	1112	-	-	985	-	-
Stage 1	567	595	-	449	389	-	-	-	-	-	-	-
Stage 2	404	453	-	583	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	162	203	625	146	163	510	1112	-	-	985	-	-
Mov Cap-2 Maneuver	162	203	-	146	163	-	-	-	-	-	-	-
Stage 1	536	593	-	425	368	-	-	-	-	-	-	-
Stage 2	380	429	-	492	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	27.4	0.5	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	404	163	985	-	-
HCM Lane V/C Ratio	0.036	-	-	0.287	0.014	0.003	-	-
HCM Control Delay (s)	8.4	0	-	17.5	27.4	8.7	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	9	7	540	653	49
Future Vol, veh/h	7	9	7	540	653	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	14	0	0	1	6	8
Mvmt Flow	8	10	8	587	710	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1340	737	763	0	-	0
Stage 1	737	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.54	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	159	422	859	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	422	859	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	859	-	243	-	-
HCM Lane V/C Ratio	0.009	-	0.072	-	-
HCM Control Delay (s)	9.2	0	21	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	444	239	326	221	170	258
Future Volume (veh/h)	444	239	326	221	170	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1826	1885	1885	1796	1811
Adj Flow Rate, veh/h	529	285	388	263	202	307
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	9	5	1	1	7	6
Cap, veh/h	461	248	356	241	185	845
Arrive On Green	0.44	0.44	0.34	0.34	0.08	0.47
Sat Flow, veh/h	1047	564	1047	710	1711	1811
Grp Volume(v), veh/h	815	0	0	651	202	307
Grp Sat Flow(s),veh/h/ln	1613	0	0	1757	1711	1811
Q Serve(g_s), s	66.0	0.0	0.0	51.0	12.0	16.3
Cycle Q Clear(g_c), s	66.0	0.0	0.0	51.0	12.0	16.3
Prop In Lane	0.65	0.35		0.40	1.00	
Lane Grp Cap(c), veh/h	710	0	0	598	185	845
V/C Ratio(X)	1.15	0.00	0.00	1.09	1.09	0.36
Avail Cap(c_a), veh/h	710	0	0	598	185	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	0.0	49.5	45.4	25.7
Incr Delay (d2), s/veh	82.7	0.0	0.0	63.5	93.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	57.4	0.0	0.0	44.0	14.3	11.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	124.7	0.0	0.0	113.0	138.5	25.9
LnGrp LOS	F	A	A	F	F	C
Approach Vol, veh/h	815		651			509
Approach Delay, s/veh	124.7		113.0			70.6
Approach LOS	F		F			E

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.0		73.0	19.0	58.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		70.0		66.0	12.0	51.0
Max Q Clear Time (g_c+I1), s		18.3		68.0	14.0	53.0
Green Ext Time (p_c), s		6.2		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	242	195	370	361	5	209	1757	400	25	2567	331
Future Volume (veh/h)	323	242	195	370	361	5	209	1757	400	25	2567	331
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1870	1900	1870	1900	1856	1841	1885	1841	1856	1870
Adj Flow Rate, veh/h	340	255	0	389	380	5	220	1849	0	26	2702	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	0	2	0	3	4	1	4	3	2
Cap, veh/h	406	277		277	529	7	183	2978		43	2821	
Arrive On Green	0.08	0.15	0.00	0.08	0.15	0.15	0.11	1.00	0.00	0.02	0.56	0.00
Sat Flow, veh/h	5063	1900	1585	3510	3591	47	3428	5025	1598	1753	5066	1585
Grp Volume(v), veh/h	340	255	0	389	188	197	220	1849	0	26	2702	0
Grp Sat Flow(s),veh/h/ln	1688	1900	1585	1755	1777	1862	1714	1675	1598	1753	1689	1585
Q Serve(g_s), s	11.9	23.8	0.0	14.2	18.1	18.2	9.6	0.0	0.0	2.6	91.2	0.0
Cycle Q Clear(g_c), s	11.9	23.8	0.0	14.2	18.1	18.2	9.6	0.0	0.0	2.6	91.2	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	277		277	262	274	183	2978		43	2821	
V/C Ratio(X)	0.84	0.92		1.40	0.72	0.72	1.20	0.62		0.61	0.96	
Avail Cap(c_a), veh/h	501	570		277	502	526	183	2978		58	2821	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.77	0.77	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	81.6	75.8	0.0	82.9	73.2	73.2	80.4	0.0	0.0	87.0	37.9	0.0
Incr Delay (d2), s/veh	9.9	5.3	0.0	202.4	1.4	1.3	124.4	0.8	0.0	13.4	9.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	17.7	0.0	22.7	13.2	13.7	11.5	0.4	0.0	2.4	47.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.5	81.1	0.0	285.3	74.6	74.5	204.8	0.8	0.0	100.4	47.5	0.0
LnGrp LOS	F	F		F	E	E	F	A		F	D	
Approach Vol, veh/h		595	A		774			2069	A		2728	A
Approach Delay, s/veh		87.1			180.5			22.5			48.0	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	107.0	21.7	34.3	10.6	113.4	22.0	34.0
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	9.6	* 73	17.8	* 51	* 6	* 77	* 14	* 54
Max Q Clear Time (g_c+I1), s	11.6	93.2	13.9	20.2	4.6	2.0	16.2	25.8
Green Ext Time (p_c), s	0.0	0.0	0.5	0.7	0.0	72.4	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	752	0	75	0	0	0	114	1614	0	0	2213	919
Future Volume (veh/h)	752	0	75	0	0	0	114	1614	0	0	2213	919
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1870	1841	1900	1900	1856	1885
Adj Flow Rate, veh/h	792	0	79	0	0	0	120	1699	0	0	2329	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	0	0	0	2	4	0	0	3	1
Cap, veh/h	781	0	235	0	1	0	211	3928	0	40	3631	
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.07	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	5344	0	1610	0	1900	0	1781	5191	0	293	5066	1598
Grp Volume(v), veh/h	792	0	79	0	0	0	120	1699	0	0	2329	0
Grp Sat Flow(s),veh/h/ln	1781	0	1610	0	1900	0	1781	1675	0	293	1689	1598
Q Serve(g_s), s	26.3	0.0	7.9	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.3	0.0	7.9	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	781	0	235	0	1	0	211	3928	0	40	3631	
V/C Ratio(X)	1.01	0.00	0.34	0.00	0.00	0.00	0.57	0.43	0.00	0.00	0.64	
Avail Cap(c_a), veh/h	781	0	235	0	517	0	214	3928	0	40	3631	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.09	0.00
Uniform Delay (d), s/veh	76.8	0.0	69.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	35.8	0.0	1.0	0.0	0.0	0.0	3.5	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.9	0.0	6.0	0.0	0.0	0.0	2.1	0.2	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.7	0.0	70.0	0.0	0.0	0.0	8.9	0.3	0.0	0.0	0.1	0.0
LnGrp LOS	F	A	E	A	A	A	A	A	A	A	A	
Approach Vol, veh/h		871			0			1819			2329	A
Approach Delay, s/veh		108.8			0.0			0.9			0.1	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	41.7	135.3		33.0		147.0		0.0				
Change Period (Y+Rc), s	* 5.7	6.3		* 6.7		6.3		7.2				
Max Green Setting (Gmax), s	* 6.3	72.5		* 26		84.5		49.0				
Max Q Clear Time (g_c+I1), s	15.2	2.0		28.3		2.0		0.0				
Green Ext Time (p_c), s	0.0	70.0		0.0		77.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	19	0	0	0	12	1559	0	0	2251	37
Future Volume (veh/h)	169	0	19	0	0	0	12	1559	0	0	2251	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	204	0	0	0	0	0	13	1695	0	0	2447	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	0	0	0	0	0	4	0	0	4	0
Cap, veh/h	249	136		0	1	0	183	4308	0	279	4066	
Arrive On Green	0.07	0.00	0.00	0.00	0.00	0.00	0.03	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3478	1900	0	0	1900	0	1810	5191	0	1810	5025	1610
Grp Volume(v), veh/h	204	0	0	0	0	0	13	1695	0	0	2447	0
Grp Sat Flow(s),veh/h/ln	1739	1900	0	0	1900	0	1810	1675	0	1810	1675	1610
Q Serve(g_s), s	10.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	136		0	1	0	183	4308	0	279	4066	
V/C Ratio(X)	0.82	0.00		0.00	0.00	0.00	0.07	0.39	0.00	0.00	0.60	
Avail Cap(c_a), veh/h	773	422		0	412	0	214	4308	0	339	4066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.93	0.93	0.00	0.00	0.65	0.00
Uniform Delay (d), s/veh	82.4	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.9	0.0	0.0	0.0	0.0	0.0	2.5	0.3	0.0	0.0	0.4	0.0
LnGrp LOS	F	A		A	A	A	A	A	A	A	A	
Approach Vol, veh/h		204	A		0			1708			2447	A
Approach Delay, s/veh		84.9			0.0			0.3			0.4	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	152.1		19.2	0.0	160.8		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 6	70.3		* 40	* 6	70.3		39.0
Max Q Clear Time (g_c+I1), s	12.2	2.0		12.4	0.0	2.0		0.0
Green Ext Time (p_c), s	0.0	68.1		0.5	0.0	65.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	0	43	3	0	0	15	1504	0	1	2184	85
Future Volume (veh/h)	67	0	43	3	0	0	15	1504	0	1	2184	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	907	1900	1900	1900	1841	1900	1900	1856	1752
Adj Flow Rate, veh/h	72	0	0	3	0	0	16	1617	0	1	2348	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	67	0	0	0	4	0	0	3	10
Cap, veh/h	127	0		145	0	0	199	4159	0	280	4097	
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.00	0.02	0.83	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1450	0	1610	1741	0	0	1810	5191	0	1810	5066	1485
Grp Volume(v), veh/h	72	0	0	3	0	0	16	1617	0	1	2348	0
Grp Sat Flow(s),veh/h/ln	1450	0	1610	1741	0	0	1810	1675	0	1810	1689	1485
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	0.3	14.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	0.3	0.0	0.0	0.3	14.7	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0		145	0	0	199	4159	0	280	4097	
V/C Ratio(X)	0.57	0.00		0.02	0.00	0.00	0.08	0.39	0.00	0.00	0.57	
Avail Cap(c_a), veh/h	385	0		402	0	0	233	4159	0	338	4097	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	83.6	0.0	0.0	79.6	0.0	0.0	2.7	3.9	0.0	3.6	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	0.0	0.0	0.2	0.0	0.0	0.1	6.8	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	0.0	0.0	79.7	0.0	0.0	2.8	4.2	0.0	3.6	0.5	0.0
LnGrp LOS	F	A		E	A	A	A	A	A	A	A	
Approach Vol, veh/h		72	A		3			1633			2349	A
Approach Delay, s/veh		88.3			79.7			4.2			0.5	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	152.2		18.2	6.2	155.6		18.2
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 6.7	* 1.1E2		43.0	6.1*	1.1E2		43.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		2.3	2.0	16.7		10.8
Green Ext Time (p_c), s	0.0	107.0		0.0	0.0	85.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	3.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	10	18	16	79	13	1440	13	108	2122	0
Future Vol, veh/h	0	5	10	18	16	79	13	1440	13	108	2122	0
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	-	-	-	-	-	-	385	-	310	385	-	310
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	6	0	3	0	8	4	0
Mvmt Flow	0	5	11	19	17	83	14	1516	14	114	2234	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3105	4020	1117	2668	4006	758	2234	0	0	1530	0	0
Stage 1	2462	2462	-	1544	1544	-	-	-	-	-	-	-
Stage 2	643	1558	-	1124	2462	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.22	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.96	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	13	~ 3	176	25	~ 3	293	98	-	-	203	-	-
Stage 1	18	61	-	84	178	-	-	-	-	-	-	-
Stage 2	394	175	-	200	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	176	~ 9	~ 1	293	98	-	-	203	-	-
Mov Cap-2 Maneuver	12	15	-	32	~ 11	-	-	-	-	-	-	-
Stage 1	15	27	-	72	153	-	-	-	-	-	-	-
Stage 2	215	150	-	66	27	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 827.9	0.4	2.1
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	98	-	-	-	49	203	-	-
HCM Lane V/C Ratio	0.14	-	-	-	2.427	0.56	-	-
HCM Control Delay (s)	47.6	-	-	-	$ 827.9	43.2	-	-
HCM Lane LOS	E	-	-	-	F	E	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	12.4	3	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	10	39	1	19	15	1441	15	50	2084	16
Future Vol, veh/h	6	2	10	39	1	19	15	1441	15	50	2084	16
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	6	2	11	42	1	20	16	1549	16	54	2241	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3001	3946	1121	2586	3947	775	2258	0	0	1565	0	0
Stage 1	2349	2349	-	1581	1581	-	-	-	-	-	-	-
Stage 2	652	1597	-	1005	2366	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	15	3	175	~ 28	3	296	95	-	-	195	-	-
Stage 1	22	70	-	79	171	-	-	-	-	-	-	-
Stage 2	389	168	-	237	69	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	9	~ 2	175	~ 17	2	296	95	-	-	195	-	-
Mov Cap-2 Maneuver	16	30	-	47	26	-	-	-	-	-	-	-
Stage 1	18	51	-	66	142	-	-	-	-	-	-	-
Stage 2	299	140	-	154	50	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	159.8	224.6	0.5	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	18	175	63	195	-	-
HCM Lane V/C Ratio	0.17	-	-	0.478	0.061	1.007	0.276	-	-
HCM Control Delay (s)	50.5	-	-	$ 325.9	26.9	224.6	30.3	-	-
HCM Lane LOS	F	-	-	F	D	F	D	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.3	0.2	4.9	1.1	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	162	188	180	179	15	157	1335	18	15	2010	108
Future Volume (veh/h)	121	162	188	180	179	15	157	1335	18	15	2010	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	129	172	0	191	190	16	167	1420	0	16	2138	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	127	218		159	211	18	190	3410		248	3279	
Arrive On Green	0.04	0.11	0.00	0.05	0.12	0.12	0.04	0.68	0.00	0.01	0.65	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1715	144	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	129	172	0	191	0	206	167	1420	0	16	2138	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1859	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	7.2	15.9	0.0	8.7	0.0	19.7	5.7	22.8	0.0	0.6	46.4	0.0
Cycle Q Clear(g_c), s	7.2	15.9	0.0	8.7	0.0	19.7	5.7	22.8	0.0	0.6	46.4	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	218		159	0	229	190	3410		248	3279	
V/C Ratio(X)	1.02	0.79		1.20	0.00	0.90	0.88	0.42		0.06	0.65	
Avail Cap(c_a), veh/h	127	475		159	0	480	283	3410		287	3279	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	76.3	77.6	0.0	75.9	0.0	77.8	32.3	13.0	0.0	11.4	19.4	0.0
Incr Delay (d2), s/veh	84.8	4.7	0.0	134.9	0.0	9.4	13.8	0.4	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	12.7	0.0	14.7	0.0	15.2	9.4	12.7	0.0	0.4	23.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.1	82.3	0.0	210.8	0.0	87.3	46.1	13.3	0.0	11.4	20.4	0.0
LnGrp LOS	F	F		F	A	F	D	B		B	C	
Approach Vol, veh/h		301	A		397			1587	A		2154	A
Approach Delay, s/veh		116.1			146.7			16.8			20.3	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	122.8	13.7	29.1	8.7	128.5	15.2	27.6
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	17.3	* 83	7.2	46.5	6.5	* 94	8.7	45.0
Max Q Clear Time (g_c+I1), s	7.7	48.4	9.2	21.7	2.6	24.8	10.7	17.9
Green Ext Time (p_c), s	0.2	34.1	0.0	0.5	0.0	60.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	2	44	15	0	117
Future Vol, veh/h	27	2	44	15	0	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	2	54	18	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	206	63	0	0	72	0
Stage 1	63	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	787	1007	-	-	1541	-
Stage 1	965	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	1007	-	-	1541	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	1541	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

9: Brown Rd & Poston Rd

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	22	54	44	10	78
Future Vol, veh/h	90	22	54	44	10	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	111	27	67	54	12	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	214	94	0	0	121	0
Stage 1	94	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	779	968	-	-	1479	-
Stage 1	935	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	772	968	-	-	1479	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1479	-
HCM Lane V/C Ratio	-	-	0.172	0.008	-
HCM Control Delay (s)	-	-	10.4	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	294	11	22	333	50	0	0	0	58	13	97
Future Vol, veh/h	47	294	11	22	333	50	0	0	0	58	13	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	2	2	0	0	0	0	0	0
Mvmt Flow	49	309	12	23	351	53	0	0	0	61	14	102

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	404	0	0	321	0	0			837	843	378
Stage 1	-	-	-	-	-	-			424	424	-
Stage 2	-	-	-	-	-	-			413	419	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1166	-	-	1250	-	-			339	303	673
Stage 1	-	-	-	-	-	-			664	590	-
Stage 2	-	-	-	-	-	-			672	593	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1166	-	-	1250	-	-			314	0	673
Mov Cap-2 Maneuver	-	-	-	-	-	-			314	0	-
Stage 1	-	-	-	-	-	-			630	0	-
Stage 2	-	-	-	-	-	-			656	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0.4	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1166	-	-	1250	-	-	471
HCM Lane V/C Ratio	0.042	-	-	0.019	-	-	0.375
HCM Control Delay (s)	8.2	0	-	7.9	0	-	17.2
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	1.7

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	20	321	13	96	31	551	504	241	600	32
Future Volume (veh/h)	18	10	20	321	13	96	31	551	504	241	600	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1707	1900	1870	1900	1856	1900	1885	1885	1856	1900	1900
Adj Flow Rate, veh/h	19	11	21	338	14	0	33	580	0	254	632	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	13	0	2	0	3	0	1	1	3	0	0
Cap, veh/h	484	151	288	458	546		391	1975		446	1586	707
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.00	0.03	0.55	0.00	0.44	0.44	0.44
Sat Flow, veh/h	1422	525	1002	1377	1900	1572	1810	3582	1598	827	3610	1610
Grp Volume(v), veh/h	19	0	32	338	14	0	33	580	0	254	632	34
Grp Sat Flow(s),veh/h/ln	1422	0	1527	1377	1900	1572	1810	1791	1598	827	1805	1610
Q Serve(g_s), s	0.8	0.0	1.3	20.6	0.5	0.0	0.8	7.5	0.0	21.6	10.3	1.1
Cycle Q Clear(g_c), s	1.3	0.0	1.3	21.9	0.5	0.0	0.8	7.5	0.0	21.6	10.3	1.1
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	0	439	458	546		391	1975		446	1586	707
V/C Ratio(X)	0.04	0.00	0.07	0.74	0.03		0.08	0.29		0.57	0.40	0.05
Avail Cap(c_a), veh/h	713	0	685	680	852		437	2761		606	2284	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	22.5	30.5	22.2	0.0	12.3	10.4	0.0	19.7	16.6	14.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.3	0.0	0.0	0.1	0.1	0.0	1.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.9	10.9	0.4	0.0	0.5	4.5	0.0	6.8	6.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	0.0	22.6	32.8	22.2	0.0	12.3	10.5	0.0	20.9	16.7	14.0
LnGrp LOS	C	A	C	C	C		B	B		C	B	B
Approach Vol, veh/h		51			352	A		613	A		920	
Approach Delay, s/veh		22.6			32.4			10.6			17.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.7	45.2		32.0		54.9		32.0				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	55.0		39.0		67.0		39.0				
Max Q Clear Time (g_c+I1), s	2.8	23.6		23.9		9.5		3.3				
Green Ext Time (p_c), s	0.0	14.6		1.1		13.7		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

12: Fayetteville Rd (SR 54) & Brown Rd



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	15	83	0	641	28	148	868
Future Volume (veh/h)	15	83	0	641	28	148	868
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1900	1900		1856	1826	1900	1885
Adj Flow Rate, veh/h	16	86		668	29	154	904
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0		3	5	0	1
Cap, veh/h	21	111		2566	1126	658	2607
Arrive On Green	0.08	0.08		0.73	0.73	0.73	0.73
Sat Flow, veh/h	255	1370		3618	1547	760	3676
Grp Volume(v), veh/h	103	0		668	29	154	904
Grp Sat Flow(s),veh/h/ln	1641	0		1763	1547	760	1791
Q Serve(g_s), s	2.9	0.0		3.0	0.2	4.0	4.3
Cycle Q Clear(g_c), s	2.9	0.0		3.0	0.2	7.0	4.3
Prop In Lane	0.16	0.83			1.00	1.00	
Lane Grp Cap(c), veh/h	133	0		2566	1126	658	2607
V/C Ratio(X)	0.77	0.00		0.26	0.03	0.23	0.35
Avail Cap(c_a), veh/h	784	0		4378	1921	1048	4448
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0		2.2	1.8	3.3	2.3
Incr Delay (d2), s/veh	9.1	0.0		0.1	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0		0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	30.3	0.0		2.2	1.8	3.5	2.4
LnGrp LOS	C	A		A	A	A	A
Approach Vol, veh/h	103			697			1058
Approach Delay, s/veh	30.3			2.2			2.6
Approach LOS	C			A			A

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	38.8			38.8	8.3
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	58.5			58.5	22.5
Max Q Clear Time (g_c+I1), s	5.0			9.0	4.9
Green Ext Time (p_c), s	16.2			25.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	19	0	107	11	11	7	68	461	0	2	670	34
Future Vol, veh/h	19	0	107	11	11	7	68	461	0	2	670	34
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	0	2	0	50	0	8	1	0	0	1	5
Mvmt Flow	22	0	123	13	13	8	78	530	0	2	770	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1491	1480	790	1541	1499	530	809	0	0	530	0	0
Stage 1	794	794	-	686	686	-	-	-	-	-	-	-
Stage 2	697	686	-	855	813	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.22	7.1	7	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.318	3.5	4.45	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	127	390	95	96	553	791	-	-	1048	-	-
Stage 1	339	403	-	441	382	-	-	-	-	-	-	-
Stage 2	386	451	-	356	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	109	390	58	82	553	791	-	-	1048	-	-
Mov Cap-2 Maneuver	68	109	-	58	82	-	-	-	-	-	-	-
Stage 1	292	402	-	379	329	-	-	-	-	-	-	-
Stage 2	315	388	-	243	330	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.8	71.2	1.3	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	791	-	-	228	86	1048	-	-
HCM Lane V/C Ratio	0.099	-	-	0.635	0.388	0.002	-	-
HCM Control Delay (s)	10.1	0	-	44.8	71.2	8.4	0	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	3.8	1.5	0	-	-

14: S Main St & Betty Talmadge Ave

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	32	11	699	709	48
Future Vol, veh/h	35	32	11	699	709	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	1	2
Mvmt Flow	38	35	12	768	779	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1598	806	832	0	-	0
Stage 1	806	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	118	385	809	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	115	385	809	-	-	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.4	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	809	-	173	-	-
HCM Lane V/C Ratio	0.015	-	0.426	-	-
HCM Control Delay (s)	9.5	0	40.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	355	202	327	407	385	402
Future Volume (veh/h)	355	202	327	407	385	402
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1870	1885	1885	1870	1885
Adj Flow Rate, veh/h	359	204	330	411	389	406
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	2	1	1	2	1
Cap, veh/h	311	177	294	366	357	1146
Arrive On Green	0.28	0.28	0.38	0.38	0.17	0.61
Sat Flow, veh/h	1094	622	763	951	1781	1885
Grp Volume(v), veh/h	564	0	0	741	389	406
Grp Sat Flow(s),veh/h/ln	1719	0	0	1714	1781	1885
Q Serve(g_s), s	37.0	0.0	0.0	50.0	22.0	14.0
Cycle Q Clear(g_c), s	37.0	0.0	0.0	50.0	22.0	14.0
Prop In Lane	0.64	0.36		0.55	1.00	
Lane Grp Cap(c), veh/h	489	0	0	659	357	1146
V/C Ratio(X)	1.15	0.00	0.00	1.12	1.09	0.35
Avail Cap(c_a), veh/h	489	0	0	659	357	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	0.0	40.0	43.6	12.7
Incr Delay (d2), s/veh	90.1	0.0	0.0	74.4	74.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	39.3	0.0	0.0	46.7	21.2	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	136.6	0.0	0.0	114.4	117.6	12.9
LnGrp LOS	F	A	A	F	F	B
Approach Vol, veh/h	564		741			795
Approach Delay, s/veh	136.6		114.4			64.2
Approach LOS	F		F			E

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		44.0	29.0	57.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		79.0		37.0	22.0	50.0
Max Q Clear Time (g_c+I1), s		16.0		39.0	24.0	52.0
Green Ext Time (p_c), s		9.0		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX J

CAPACITY ANALYSIS REPORTS - BUILD CONDITIONS

1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	264	211	306	229	1	176	2852	524	17	1387	173
Future Volume (veh/h)	310	264	211	306	229	1	176	2852	524	17	1387	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1885	1885	1900	1796	1841	1885	1900	1781	1856
Adj Flow Rate, veh/h	337	287	0	333	249	1	191	3100	0	18	1508	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	1	1	1	0	7	4	1	0	8	3
Cap, veh/h	404	309		236	573	2	225	2960		36	2599	
Arrive On Green	0.08	0.17	0.00	0.07	0.16	0.16	0.14	1.00	0.00	0.02	0.53	0.00
Sat Flow, veh/h	5103	1870	1598	3483	3659	15	3319	5025	1598	1810	4863	1572
Grp Volume(v), veh/h	337	287	0	333	122	128	191	3100	0	18	1508	0
Grp Sat Flow(s),veh/h/ln	1701	1870	1598	1742	1791	1883	1659	1675	1598	1810	1621	1572
Q Serve(g_s), s	11.7	27.2	0.0	12.2	11.1	11.1	10.1	106.0	0.0	1.8	37.7	0.0
Cycle Q Clear(g_c), s	11.7	27.2	0.0	12.2	11.1	11.1	10.1	106.0	0.0	1.8	37.7	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	309		236	280	295	225	2960		36	2599	
V/C Ratio(X)	0.83	0.93		1.41	0.43	0.44	0.85	1.05		0.50	0.58	
Avail Cap(c_a), veh/h	499	561		236	489	514	251	2960		60	2599	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.44	0.44	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	81.7	74.1	0.0	83.9	68.7	68.7	76.9	0.0	0.0	87.3	28.3	0.0
Incr Delay (d2), s/veh	9.8	6.5	0.0	208.0	0.4	0.4	10.7	26.1	0.0	10.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	19.6	0.0	20.0	8.9	9.2	6.6	10.4	0.0	1.7	20.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.5	80.6	0.0	291.9	69.1	69.1	87.5	26.1	0.0	97.8	29.2	0.0
LnGrp LOS	F	F		F	E	E	F	F		F	C	
Approach Vol, veh/h		624	A		583			3291	A		1526	A
Approach Delay, s/veh		86.5			196.4			29.7			30.1	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	102.9	21.5	36.0	9.8	112.7	20.0	37.5
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	13.6	* 71	17.6	* 49	* 6	* 79	* 12	* 54
Max Q Clear Time (g_c+I1), s	12.1	39.7	13.7	13.1	3.8	108.0	14.2	29.2
Green Ext Time (p_c), s	0.1	29.2	0.5	0.4	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	758	0	81	0	0	0	64	2794	0	0	1469	435
Future Volume (veh/h)	758	0	81	0	0	0	64	2794	0	0	1469	435
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1826	1900	1900	1900	1900	1841	1900	1900	1796	1870
Adj Flow Rate, veh/h	815	0	87	0	0	0	69	3004	0	0	1580	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	5	0	0	0	0	4	0	0	7	2
Cap, veh/h	990	0	287	0	1	0	322	3732	0	40	3328	
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.06	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	5344	0	1547	0	1900	0	1810	5191	0	80	4904	1585
Grp Volume(v), veh/h	815	0	87	0	0	0	69	3004	0	0	1580	0
Grp Sat Flow(s),veh/h/ln	1781	0	1547	0	1900	0	1810	1675	0	80	1635	1585
Q Serve(g_s), s	26.4	0.0	8.7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.4	0.0	8.7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	990	0	287	0	1	0	322	3732	0	40	3328	
V/C Ratio(X)	0.82	0.00	0.30	0.00	0.00	0.00	0.21	0.81	0.00	0.00	0.47	
Avail Cap(c_a), veh/h	1464	0	424	0	538	0	347	3732	0	40	3328	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.58	0.00
Uniform Delay (d), s/veh	70.5	0.0	63.3	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.7	0.0	0.0	0.0	0.3	1.3	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	0.0	6.3	0.0	0.0	0.0	1.3	0.8	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	0.0	64.0	0.0	0.0	0.0	7.3	1.3	0.0	0.0	0.3	0.0
LnGrp LOS	E	A	E	A	A	A	A	A	A	A	A	
Approach Vol, veh/h		902			0			3073			1580	A
Approach Delay, s/veh		72.4			0.0			1.4			0.3	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.5	128.5		40.0		140.0		0.0				
Change Period (Y+Rc), s	* 5.7	6.3		* 6.7		6.3		7.2				
Max Green Setting (Gmax), s	* 8.3	45.5		* 49		59.5		51.0				
Max Q Clear Time (g_c+I1), s	4.0	2.0		28.4		2.0		0.0				
Green Ext Time (p_c), s	0.1	41.1		4.9		57.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	11	0	0	0	26	2821	0	11	1445	94
Future Volume (veh/h)	37	0	11	0	0	0	26	2821	0	11	1445	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1352	1900	1737	1900	1900	1900	1900	1841	1900	1900	1796	1841
Adj Flow Rate, veh/h	26	20	0	0	0	0	28	3033	0	12	1554	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	37	0	11	0	0	0	0	4	0	0	7	4
Cap, veh/h	51	76		0	1	0	366	4229	0	132	4078	
Arrive On Green	0.04	0.04	0.00	0.00	0.00	0.00	0.05	1.00	0.00	0.03	1.00	0.00
Sat Flow, veh/h	1287	1900	0	0	1900	0	1810	5191	0	1810	4904	1560
Grp Volume(v), veh/h	26	20	0	0	0	0	28	3033	0	12	1554	0
Grp Sat Flow(s),veh/h/ln	1287	1900	0	0	1900	0	1810	1675	0	1810	1635	1560
Q Serve(g_s), s	3.6	1.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	1.8	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	76		0	1	0	366	4229	0	132	4078	
V/C Ratio(X)	0.51	0.26		0.00	0.00	0.00	0.08	0.72	0.00	0.09	0.38	
Avail Cap(c_a), veh/h	305	451		0	433	0	420	4229	0	187	4078	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	84.7	83.8	0.0	0.0	0.0	0.0	1.8	0.0	0.0	2.1	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.7	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	1.7	0.0	0.0	0.0	0.0	0.2	0.4	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	84.5	0.0	0.0	0.0	0.0	1.8	0.6	0.0	2.2	0.2	0.0
LnGrp LOS	F	F		A	A	A	A	A	A	A	A	
Approach Vol, veh/h		46	A		0			3061			1566	A
Approach Delay, s/veh		86.2			0.0			0.6			0.2	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	156.2		13.5	8.5	158.0		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 9.3	61.7		* 43	* 8.2	63.4		41.0
Max Q Clear Time (g_c+I1), s	12.4	2.0		5.6	2.2	2.0		0.0
Green Ext Time (p_c), s	0.0	56.7		0.1	0.0	61.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	18	0	0	0	77	2763	0	2	1386	68
Future Volume (veh/h)	84	0	18	0	0	0	77	2763	0	2	1386	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1870	1841	1900	1900	1796	1544
Adj Flow Rate, veh/h	92	0	0	0	0	0	85	3036	0	2	1523	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	0	0	0	0	0	2	4	0	0	7	24
Cap, veh/h	148	0		0	143	0	277	4075	0	86	3820	
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.00	0.03	0.81	0.00	0.00	0.26	0.00
Sat Flow, veh/h	1440	0	1610	0	1900	0	1781	5191	0	1810	4904	1309
Grp Volume(v), veh/h	92	0	0	0	0	0	85	3036	0	2	1523	0
Grp Sat Flow(s),veh/h/ln	1440	0	1610	0	1900	0	1781	1675	0	1810	1635	1309
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	1.6	51.9	0.0	0.0	46.3	0.0
Cycle Q Clear(g_c), s	11.4	0.0	0.0	0.0	0.0	0.0	1.6	51.9	0.0	0.0	46.3	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0		0	143	0	277	4075	0	86	3820	
V/C Ratio(X)	0.62	0.00		0.00	0.00	0.00	0.31	0.74	0.00	0.02	0.40	
Avail Cap(c_a), veh/h	384	0		0	454	0	309	4075	0	141	3820	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	82.2	0.0	0.0	0.0	0.0	0.0	11.5	8.1	0.0	10.4	32.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.0	0.0	0.0	0.2	1.3	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	0.0	0.0	0.0	0.0	1.9	20.7	0.0	0.0	27.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	0.0	0.0	0.0	0.0	0.0	11.7	9.4	0.0	10.4	32.3	0.0
LnGrp LOS	F	A		A	A	A	B	A	A	B	C	
Approach Vol, veh/h		92	A		0			3121			1525	A
Approach Delay, s/veh		87.2			0.0			9.5			32.2	
Approach LOS		F						A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	146.8		21.0	6.5	152.6		21.0
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 9.1	* 1.1E2		43.0	6.0	* 1.1E2		43.0
Max Q Clear Time (g_c+I1), s	13.6	48.3		0.0	2.0	53.9		13.4
Green Ext Time (p_c), s	0.0	54.3		0.0	0.0	57.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	28.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	10	45	25	1	59	13	17	2779	42	79	1325	0
Future Vol, veh/h	2	10	45	25	1	59	13	17	2779	42	79	1325	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	385	-	310	385	-	310
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	75	0	18	0	0	3	0	14	7	0
Mvmt Flow	2	11	51	28	1	67	15	19	3158	48	90	1506	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3018	4960	753	4014	4912	1579	1099	1506	0	0	3206	0	0
Stage 1	1686	1686	-	3226	3226	-	-	-	-	-	-	-	-
Stage 2	1332	3274	-	788	1686	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	7.9	6.5	7.46	5.6	5.3	-	-	5.58	-	-
Critical Hdwy Stg 1	7.3	5.5	-	8.8	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	8.2	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	4.55	4	4.08	2.3	3.1	-	-	3.24	-	-
Pot Cap-1 Maneuver	15	~ 1	306	~ 1	~ 1	72	394	226	-	-	~ 24	-	-
Stage 1	66	152	-	~ 1	24	-	-	-	-	-	-	-	-
Stage 2	148	23	-	208	152	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	306	-	0	72	263	263	-	-	~ 24	-	-
Mov Cap-2 Maneuver	186	0	-	~ 1	50	-	-	-	-	-	-	-	-
Stage 1	57	0	-	~ 1	21	-	-	-	-	-	-	-	-
Stage 2	8	20	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.2	88.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	263	-	-	-	-	~ 24	-	-
HCM Lane V/C Ratio	0.13	-	-	-	-	3.741	-	-
HCM Control Delay (s)	20.7	-	-	-	-	$ 1567	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	11.2	-	-

Notes

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	14	34	0	35	2	2688	4	35	1381	4
Future Vol, veh/h	9	1	14	34	0	35	2	2688	4	35	1381	4
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	10	1	16	38	0	39	2	3020	4	39	1552	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2842	4658	776	3723	4658	1510	1556	0	0	3024	0	0
Stage 1	1630	1630	-	3024	3024	-	-	-	-	-	-	-
Stage 2	1212	3028	-	699	1634	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.28	6.68	6.5	7.22	5.3	-	-	5.88	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.98	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.99	3.94	4	3.96	3.1	-	-	3.39	-	-
Pot Cap-1 Maneuver	19	~ 1	280	~ 4	1	90	213	-	-	~ 23	-	-
Stage 1	73	162	-	~ 5	31	-	-	-	-	-	-	-
Stage 2	176	31	-	337	161	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	280	-	0	90	213	-	-	~ 23	-	-
Mov Cap-2 Maneuver	29	0	-	~ -4	~	-	-	-	-	-	-	-
Stage 1	72	0	-	~ 5	31	-	-	-	-	-	-	-
Stage 2	98	31	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	17.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	213	-	-	-	280	-	~ 23	-	-
HCM Lane V/C Ratio	0.011	-	-	-	0.056	-	1.71	-	-
HCM Control Delay (s)	22.1	-	-	-	18.6	-$	703.2	-	-
HCM Lane LOS	C	-	-	-	C	-	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	-	5	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	144	189	43	123	15	158	2485	10	10	1312	107
Future Volume (veh/h)	194	144	189	43	123	15	158	2485	10	10	1312	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	211	157	0	47	134	16	172	2701	0	11	1426	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	118	202		110	153	18	323	3619		84	3350	
Arrive On Green	0.04	0.11	0.00	0.02	0.09	0.09	0.04	0.71	0.00	0.01	0.68	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1613	193	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	211	157	0	47	0	150	172	2701	0	11	1426	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1806	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.3	14.6	0.0	4.1	0.0	14.8	5.1	58.7	0.0	0.5	23.4	0.0
Cycle Q Clear(g_c), s	6.3	14.6	0.0	4.1	0.0	14.8	5.1	58.7	0.0	0.5	23.4	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	202		110	0	172	323	3619		84	3350	
V/C Ratio(X)	1.79	0.78		0.43	0.00	0.87	0.53	0.75		0.13	0.43	
Avail Cap(c_a), veh/h	118	505		110	0	462	452	3619		101	3350	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.2	78.3	0.0	73.4	0.0	80.4	10.3	15.7	0.0	17.6	12.7	0.0
Incr Delay (d2), s/veh	387.6	4.7	0.0	1.9	0.0	10.0	0.5	1.4	0.0	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.1	11.8	0.0	0.4	0.0	11.8	3.3	27.6	0.0	0.3	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	466.8	83.0	0.0	75.3	0.0	90.3	10.8	17.2	0.0	17.9	13.1	0.0
LnGrp LOS	F	F		E	A	F	B	B		B	B	
Approach Vol, veh/h		368	A		197			2873	A		1437	A
Approach Delay, s/veh		303.1			86.7			16.8			13.2	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	129.3	12.8	24.1	8.2	134.9	10.6	26.3
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	20.3	* 81	6.3	46.0	4.0	* 97	4.1	48.2
Max Q Clear Time (g_c+I1), s	7.1	25.4	8.3	16.8	2.5	60.7	6.1	16.6
Green Ext Time (p_c), s	0.2	49.8	0.0	0.3	0.0	36.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	8	114	26	1	24
Future Vol, veh/h	4	8	114	26	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	5	0	0
Mvmt Flow	4	9	127	29	1	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	142	0	0	156	0
Stage 1	142	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	824	911	-	-	1436	-
Stage 1	890	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	823	911	-	-	1436	-
Mov Cap-2 Maneuver	823	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	1436	-
HCM Lane V/C Ratio	-	-	0.015	0.001	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

9: Brown Rd & Poston Rd

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	8	40	72	23	39
Future Vol, veh/h	70	8	40	72	23	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	6	0	0	0	8	3
Mvmt Flow	97	11	56	100	32	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	106	0	0	156	0
Stage 1	106	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.18	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.272	-
Pot Cap-1 Maneuver	755	954	-	-	1388	-
Stage 1	908	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	737	954	-	-	1388	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	1388	-
HCM Lane V/C Ratio	-	-	0.143	0.023	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

10: Mundys Mill Rd & Brown Rd

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	178	0	3	231	28	0	0	0	33	2	74
Future Vol, veh/h	84	178	0	3	231	28	0	0	0	33	2	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	4	0	5
Mvmt Flow	109	231	0	4	300	36	0	0	0	43	3	96

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	336	0	0	231	0	0			775	775	318
Stage 1	-	-	-	-	-	-			326	326	-
Stage 2	-	-	-	-	-	-			449	449	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.44	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-			5.44	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.44	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.536	4	3.345
Pot Cap-1 Maneuver	1235	-	-	1349	-	-			364	331	716
Stage 1	-	-	-	-	-	-			727	652	-
Stage 2	-	-	-	-	-	-			639	576	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1235	-	-	1349	-	-			326	0	716
Mov Cap-2 Maneuver	-	-	-	-	-	-			326	0	-
Stage 1	-	-	-	-	-	-			654	0	-
Stage 2	-	-	-	-	-	-			636	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1235	-	-	1349	-	-	523
HCM Lane V/C Ratio	0.088	-	-	0.003	-	-	0.271
HCM Control Delay (s)	8.2	0	-	7.7	0	-	14.4
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	-	-	0	-	-	1.1

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	18	370	2	120	0	416	252	43	412	19
Future Volume (veh/h)	16	6	18	370	2	120	0	416	252	43	412	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1900	1885	1900	1856	1870	1900	1870	1900
Adj Flow Rate, veh/h	19	7	21	430	2	0	0	484	0	50	479	22
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	3	0	1	0	3	2	0	2	0
Cap, veh/h	682	157	471	644	712		369	1216		367	1226	555
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.00	0.00	0.34	0.00	0.34	0.34	0.34
Sat Flow, veh/h	1437	419	1256	1371	1900	1598	1810	3526	1585	926	3554	1610
Grp Volume(v), veh/h	19	0	28	430	2	0	0	484	0	50	479	22
Grp Sat Flow(s),veh/h/ln	1437	0	1674	1371	1900	1598	1810	1763	1585	926	1777	1610
Q Serve(g_s), s	0.4	0.0	0.5	14.5	0.0	0.0	0.0	5.2	0.0	2.2	5.1	0.5
Cycle Q Clear(g_c), s	0.5	0.0	0.5	15.0	0.0	0.0	0.0	5.2	0.0	7.4	5.1	0.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	682	0	628	644	712		369	1216		367	1226	555
V/C Ratio(X)	0.03	0.00	0.04	0.67	0.00		0.00	0.40		0.14	0.39	0.04
Avail Cap(c_a), veh/h	1955	0	2110	1858	2395		547	3034		622	2204	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.9	14.7	9.8	0.0	0.0	12.4	0.0	15.2	12.4	10.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.2	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.3	6.6	0.0	0.0	0.0	2.9	0.0	0.7	2.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.9	9.8	0.0	0.0	12.6	0.0	15.4	12.6	10.9
LnGrp LOS	A	A	A	B	A		A	B		B	B	B
Approach Vol, veh/h		47			432	A		484	A		551	
Approach Delay, s/veh		9.9			15.9			12.6			12.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	0.0	24.2		25.7		24.2		25.7				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	31.0		63.0		43.0		63.0				
Max Q Clear Time (g_c+I1), s	0.0	9.4		17.0		7.2		2.5				
Green Ext Time (p_c), s	0.0	7.9		1.7		9.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		13.5	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

12: Fayetteville Rd (SR 54) & Brown Rd



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	18	86	0	593	19	52	442
Future Volume (veh/h)	18	86	0	593	19	52	442
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1900	1900		1856	1900	1856	1870
Adj Flow Rate, veh/h	20	97		666	21	58	497
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0		3	0	3	2
Cap, veh/h	26	127		1915	875	514	1930
Arrive On Green	0.09	0.09		0.54	0.54	0.54	0.54
Sat Flow, veh/h	278	1351		3618	1610	749	3647
Grp Volume(v), veh/h	118	0		666	21	58	497
Grp Sat Flow(s),veh/h/ln	1643	0		1763	1610	749	1777
Q Serve(g_s), s	2.7	0.0		4.1	0.2	1.8	2.9
Cycle Q Clear(g_c), s	2.7	0.0		4.1	0.2	5.9	2.9
Prop In Lane	0.17	0.82			1.00	1.00	
Lane Grp Cap(c), veh/h	155	0		1915	875	514	1930
V/C Ratio(X)	0.76	0.00		0.35	0.02	0.11	0.26
Avail Cap(c_a), veh/h	1191	0		4381	2001	1038	4416
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0		5.0	4.1	6.6	4.7
Incr Delay (d2), s/veh	7.5	0.0		0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0		1.0	0.1	0.3	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	24.5	0.0		5.1	4.1	6.7	4.8
LnGrp LOS	C	A		A	A	A	A
Approach Vol, veh/h	118			687			555
Approach Delay, s/veh	24.5			5.0			5.0
Approach LOS	C			A			A

Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+Rc), s	28.0			28.0		10.6
Change Period (Y+Rc), s	7.0			7.0		7.0
Max Green Setting (Gmax), s	48.0			48.0		28.0
Max Q Clear Time (g_c+I1), s	6.1			7.9		4.7
Green Ext Time (p_c), s	14.9			10.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

13: S Main St & Old Poston Rd/Warehouse

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	46	2	82	0	2	0	35	521	9	3	346	48
Future Vol, veh/h	46	2	82	0	2	0	35	521	9	3	346	48
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	27	0	10	0	50	0	6	2	0	0	6	19
Mvmt Flow	52	2	93	0	2	0	40	592	10	3	393	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1105	1109	421	1146	1126	592	448	0	0	602	0	0
Stage 1	427	427	-	672	672	-	-	-	-	-	-	-
Stage 2	678	682	-	474	454	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.3	7.1	7	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.39	3.5	4.45	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	168	211	616	178	168	510	1091	-	-	985	-	-
Stage 1	559	589	-	449	389	-	-	-	-	-	-	-
Stage 2	404	453	-	575	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	199	616	143	158	510	1091	-	-	985	-	-
Mov Cap-2 Maneuver	159	199	-	143	158	-	-	-	-	-	-	-
Stage 1	528	587	-	424	368	-	-	-	-	-	-	-
Stage 2	379	428	-	484	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	28.1	0.5	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	301	158	985	-	-
HCM Lane V/C Ratio	0.036	-	-	0.491	0.014	0.003	-	-
HCM Control Delay (s)	8.4	0	-	28	28.1	8.7	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.6	0	0	-	-

14: S Main St & Betty Talmadge Ave

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	9	7	540	653	62
Future Vol, veh/h	31	9	7	540	653	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	14	0	0	1	6	8
Mvmt Flow	34	10	8	587	710	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1347	744	777	0	-	0
Stage 1	744	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.54	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	157	418	848	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	418	848	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	848	-	181	-	-
HCM Lane V/C Ratio	0.009	-	0.24	-	-
HCM Control Delay (s)	9.3	0	31.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	457	239	326	245	170	258
Future Volume (veh/h)	457	239	326	245	170	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1826	1885	1885	1796	1811
Adj Flow Rate, veh/h	544	285	388	292	202	307
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	9	5	1	1	7	6
Cap, veh/h	458	240	353	266	173	857
Arrive On Green	0.43	0.43	0.35	0.35	0.07	0.47
Sat Flow, veh/h	1058	554	998	751	1711	1811
Grp Volume(v), veh/h	830	0	0	680	202	307
Grp Sat Flow(s),veh/h/ln	1614	0	0	1750	1711	1811
Q Serve(g_s), s	65.0	0.0	0.0	53.0	11.0	16.1
Cycle Q Clear(g_c), s	65.0	0.0	0.0	53.0	11.0	16.1
Prop In Lane	0.66	0.34		0.43	1.00	
Lane Grp Cap(c), veh/h	699	0	0	618	173	857
V/C Ratio(X)	1.19	0.00	0.00	1.10	1.16	0.36
Avail Cap(c_a), veh/h	699	0	0	618	173	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	0.0	48.5	44.7	25.0
Incr Delay (d2), s/veh	98.1	0.0	0.0	66.5	119.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	61.7	0.0	0.0	46.3	15.4	11.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	140.6	0.0	0.0	115.1	164.3	25.3
LnGrp LOS	F	A	A	F	F	C
Approach Vol, veh/h	830		680			509
Approach Delay, s/veh	140.6		115.1			80.5
Approach LOS	F		F			F

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.0		72.0	18.0	60.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		71.0		65.0	11.0	53.0
Max Q Clear Time (g_c+I1), s		18.1		67.0	13.0	55.0
Green Ext Time (p_c), s		6.2		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

16: Tara Blvd (SR 3) & DW 1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	2732	1409	26
Future Vol, veh/h	0	11	0	2732	1409	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	7	0
Mvmt Flow	0	12	0	2970	1532	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	766	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	300	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	300	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	300	-
HCM Lane V/C Ratio	-	0.04	-
HCM Control Delay (s)	-	17.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.1	-

17: Tara Blvd (SR 3) & DW 2

Intersection	
Int Delay, s/veh	69.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	169	105	60	2672	10	1330	57
Future Vol, veh/h	169	105	60	2672	10	1330	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	Yield
Storage Length	0	-	350	-	350	-	250
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	0	7	0
Mvmt Flow	184	114	65	2904	11	1446	62

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2760	723	1446	0	2120	-	0
Stage 1	1468	-	-	-	-	-	-
Stage 2	1292	-	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	5.6	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	2.3	-	-
Pot Cap-1 Maneuver	~ 37	320	242	-	106	-	-
Stage 1	~ 126	-	-	-	-	-	-
Stage 2	202	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 24	320	242	-	106	-	-
Mov Cap-2 Maneuver	~ 64	-	-	-	-	-	-
Stage 1	~ 92	-	-	-	-	-	-
Stage 2	~ 181	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1104.6	0.6	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	242	-	92	106	-	-
HCM Lane V/C Ratio	0.269	-	3.237	0.103	-	-
HCM Control Delay (s)	25.3	-	$ 1104.6	42.8	-	-
HCM Lane LOS	D	-	F	E	-	-
HCM 95th %tile Q(veh)	1.1	-	29.5	0.3	-	-

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

18: Tara Blvd (SR 3) & DW 3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	2851	1379	29
Future Vol, veh/h	0	18	0	2851	1379	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	7	0
Mvmt Flow	0	20	0	3099	1499	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	750	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	307	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	307	-
HCM Lane V/C Ratio	-	0.064	-
HCM Control Delay (s)	-	17.5	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.2	-

19: DW 4 & Old Poston Rd

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	1	10	8	4	31
Future Vol, veh/h	26	1	10	8	4	31
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, %	1	0	0	1	0	0
Mvmt Flow	28	1	11	9	4	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	60	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1597	-	952	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	945	1052
Mov Cap-2 Maneuver	-	-	-	-	945	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1597	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

20: Poston Rd & DW 5

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	28	112	32	9	19
Future Vol, veh/h	55	28	112	32	9	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	60	30	122	35	10	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	122	0	0	157	0
Stage 1	122	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	832	935	-	-	1435	-
Stage 1	908	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	826	935	-	-	1435	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	860	1435	-
HCM Lane V/C Ratio	-	-	0.105	0.007	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

1: Tara Blvd (SR 3) & Flint River Rd/Fayetteville Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	242	241	370	361	5	240	1854	400	25	2714	331
Future Volume (veh/h)	323	242	241	370	361	5	240	1854	400	25	2714	331
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1870	1900	1870	1900	1856	1841	1885	1841	1856	1870
Adj Flow Rate, veh/h	340	255	0	389	380	5	253	1952	0	26	2857	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	2	0	2	0	3	4	1	4	3	2
Cap, veh/h	406	277		277	529	7	183	2978		43	2821	
Arrive On Green	0.08	0.15	0.00	0.08	0.15	0.15	0.11	1.00	0.00	0.02	0.56	0.00
Sat Flow, veh/h	5063	1900	1585	3510	3591	47	3428	5025	1598	1753	5066	1585
Grp Volume(v), veh/h	340	255	0	389	188	197	253	1952	0	26	2857	0
Grp Sat Flow(s),veh/h/ln	1688	1900	1585	1755	1777	1862	1714	1675	1598	1753	1689	1585
Q Serve(g_s), s	11.9	23.8	0.0	14.2	18.1	18.2	9.6	0.0	0.0	2.6	100.3	0.0
Cycle Q Clear(g_c), s	11.9	23.8	0.0	14.2	18.1	18.2	9.6	0.0	0.0	2.6	100.3	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	277		277	262	274	183	2978		43	2821	
V/C Ratio(X)	0.84	0.92		1.40	0.72	0.72	1.38	0.66		0.61	1.01	
Avail Cap(c_a), veh/h	501	570		277	502	526	183	2978		58	2821	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.74	0.74	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	81.6	75.8	0.0	82.9	73.2	73.2	80.4	0.0	0.0	87.0	39.9	0.0
Incr Delay (d2), s/veh	9.9	5.3	0.0	202.4	1.4	1.3	195.8	0.8	0.0	13.4	20.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	17.7	0.0	22.7	13.2	13.7	14.3	0.4	0.0	2.4	55.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.5	81.1	0.0	285.3	74.6	74.5	276.2	0.8	0.0	100.4	60.0	0.0
LnGrp LOS	F	F		F	E	E	F	A		F	F	
Approach Vol, veh/h		595	A		774			2205	A		2883	A
Approach Delay, s/veh		87.1			180.5			32.4			60.4	
Approach LOS		F			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	107.0	21.7	34.3	10.6	113.4	22.0	34.0
Change Period (Y+Rc), s	7.4	* 6.7	7.3	* 7.8	* 6.2	* 6.7	* 7.8	* 7.8
Max Green Setting (Gmax), s	9.6	* 73	17.8	* 51	* 6	* 77	* 14	* 54
Max Q Clear Time (g_c+I1), s	11.6	102.3	13.9	20.2	4.6	2.0	16.2	25.8
Green Ext Time (p_c), s	0.0	0.0	0.5	0.7	0.0	73.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Tara Blvd (SR 3) & Fayetteville Rd (SR 54)/Church



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	752	0	75	0	0	0	114	1742	0	0	2406	919
Future Volume (veh/h)	752	0	75	0	0	0	114	1742	0	0	2406	919
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1900	1900	1870	1841	1900	1900	1856	1885
Adj Flow Rate, veh/h	792	0	79	0	0	0	120	1834	0	0	2533	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	0	0	0	2	4	0	0	3	1
Cap, veh/h	751	0	226	0	1	0	191	3956	0	40	3659	
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.07	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	5344	0	1610	0	1900	0	1781	5191	0	257	5066	1598
Grp Volume(v), veh/h	792	0	79	0	0	0	120	1834	0	0	2533	0
Grp Sat Flow(s),veh/h/ln	1781	0	1610	0	1900	0	1781	1675	0	257	1689	1598
Q Serve(g_s), s	25.3	0.0	8.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.3	0.0	8.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	751	0	226	0	1	0	191	3956	0	40	3659	
V/C Ratio(X)	1.05	0.00	0.35	0.00	0.00	0.00	0.63	0.46	0.00	0.00	0.69	
Avail Cap(c_a), veh/h	751	0	226	0	517	0	194	3956	0	40	3659	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.09	0.00
Uniform Delay (d), s/veh	77.3	0.0	69.9	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	48.1	0.0	1.1	0.0	0.0	0.0	6.0	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.7	0.0	6.0	0.0	0.0	0.0	2.3	0.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.5	0.0	71.0	0.0	0.0	0.0	11.2	0.3	0.0	0.0	0.1	0.0
LnGrp LOS	F	A	E	A	A	A	B	A	A	A	A	
Approach Vol, veh/h		871			0			1954			2533	A
Approach Delay, s/veh		120.5			0.0			1.0			0.1	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	41.7	136.3	32.0	148.0	0.0
Change Period (Y+Rc), s	* 5.7	6.3	* 6.7	6.3	7.2
Max Green Setting (Gmax), s	* 6.3	73.5	* 25	85.5	49.0
Max Q Clear Time (g_c+I1), s	15.2	2.0	27.3	2.0	0.0
Green Ext Time (p_c), s	0.0	71.3	0.0	79.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

3: Tara Blvd (SR 3) & Post Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	19	0	0	0	12	1687	0	0	2444	37
Future Volume (veh/h)	169	0	19	0	0	0	12	1687	0	0	2444	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1900	1841	1900	1900	1841	1900
Adj Flow Rate, veh/h	204	0	0	0	0	0	13	1834	0	0	2657	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	0	0	0	0	0	0	4	0	0	4	0
Cap, veh/h	249	136		0	1	0	161	4308	0	249	4066	
Arrive On Green	0.07	0.00	0.00	0.00	0.00	0.00	0.03	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h	3478	1900	0	0	1900	0	1810	5191	0	1810	5025	1610
Grp Volume(v), veh/h	204	0	0	0	0	0	13	1834	0	0	2657	0
Grp Sat Flow(s),veh/h/ln	1739	1900	0	0	1900	0	1810	1675	0	1810	1675	1610
Q Serve(g_s), s	10.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	136		0	1	0	161	4308	0	249	4066	
V/C Ratio(X)	0.82	0.00		0.00	0.00	0.00	0.08	0.43	0.00	0.00	0.65	
Avail Cap(c_a), veh/h	773	422		0	412	0	193	4308	0	308	4066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.57	0.00
Uniform Delay (d), s/veh	82.4	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.9	0.0	0.0	0.0	0.0	0.0	2.5	0.3	0.0	0.0	0.5	0.0
LnGrp LOS	F	A		A	A	A	A	A	A	A	A	
Approach Vol, veh/h		204	A		0			1847			2657	A
Approach Delay, s/veh		84.9			0.0			0.3			0.5	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	152.1		19.2	0.0	160.8		0.0
Change Period (Y+Rc), s	* 5.8	6.5		* 6.3	* 5.8	6.5		6.1
Max Green Setting (Gmax), s	* 6	70.3		* 40	* 6	70.3		39.0
Max Q Clear Time (g_c+I1), s	12.2	2.0		12.4	0.0	2.0		0.0
Green Ext Time (p_c), s	0.0	68.1		0.5	0.0	66.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

4: Tara Blvd (SR 3) & Poston Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	43	3	0	0	15	1615	0	1	2346	85
Future Volume (veh/h)	84	0	43	3	0	0	15	1615	0	1	2346	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	907	1900	1900	1900	1841	1900	1900	1856	1752
Adj Flow Rate, veh/h	90	0	0	3	0	0	16	1737	0	1	2523	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	67	0	0	0	4	0	0	3	10
Cap, veh/h	146	0		169	0	0	177	4092	0	245	4029	
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.00	0.02	0.81	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1448	0	1610	1748	0	0	1810	5191	0	1810	5066	1485
Grp Volume(v), veh/h	90	0	0	3	0	0	16	1737	0	1	2523	0
Grp Sat Flow(s),veh/h/ln	1448	0	1610	1748	0	0	1810	1675	0	1810	1689	1485
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.0	0.0	0.3	17.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	0.0	0.3	0.0	0.0	0.3	17.7	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	0		169	0	0	177	4092	0	245	4029	
V/C Ratio(X)	0.61	0.00		0.02	0.00	0.00	0.09	0.42	0.00	0.00	0.63	
Avail Cap(c_a), veh/h	385	0		407	0	0	204	4092	0	304	4029	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	82.3	0.0	0.0	77.4	0.0	0.0	3.2	4.7	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	0.0	0.2	0.0	0.0	0.2	8.4	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.3	0.0	0.0	77.4	0.0	0.0	3.2	5.1	0.0	4.3	0.5	0.0
LnGrp LOS	F	A		E	A	A	A	A	A	A	A	
Approach Vol, veh/h		90	A		3			1753			2524	A
Approach Delay, s/veh		87.3			77.4			5.1			0.5	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	149.8		20.6	6.2	153.2		20.6
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4
Max Green Setting (Gmax), s	* 6	* 1.1E2		43.0	6.1*	1.1E2		43.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		2.3	2.0	19.7		13.0
Green Ext Time (p_c), s	0.0	108.2		0.0	0.0	85.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	27	50	16	79	13	42	1551	36	108	2284	0
Future Vol, veh/h	0	5	27	50	16	79	13	42	1551	36	108	2284	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	385	-	310	385	-	310
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	92	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	6	2	0	3	0	8	4	0
Mvmt Flow	0	5	28	53	17	83	14	44	1633	38	114	2404	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3410	4419	1202	2941	4381	817	1755	2404	0	0	1671	0	0
Stage 1	2632	2632	-	1749	1749	-	-	-	-	-	-	-	-
Stage 2	778	1787	-	1192	2632	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.22	5.64	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.96	2.32	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	8	~ 2	154	~ 17	~ 2	268	166	80	-	-	172	-	-
Stage 1	13	50	-	60	141	-	-	-	-	-	-	-	-
Stage 2	326	135	-	181	50	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	1	0	154	~ 3	0	268	89	89	-	-	172	-	-
Mov Cap-2 Maneuver	5	21	-	~ 52	~ -229	-	-	-	-	-	-	-	-
Stage 1	5	17	-	~ 21	49	-	-	-	-	-	-	-	-
Stage 2	51	47	-	~ 34	17	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84	231.7	3.4	2.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	89	-	-	77	122	172	-	-
HCM Lane V/C Ratio	0.656	-	-	0.437	1.251	0.661	-	-
HCM Control Delay (s)	102	-	-	84	231.7	59.4	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	3.1	-	-	1.8	9.7	3.8	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	10	39	1	19	15	1582	15	68	2180	16
Future Vol, veh/h	6	2	10	39	1	19	15	1582	15	68	2180	16
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	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	-	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	6	2	11	42	1	20	16	1701	16	73	2344	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3203	4239	1172	2818	4240	851	2361	0	0	1717	0	0
Stage 1	2490	2490	-	1733	1733	-	-	-	-	-	-	-
Stage 2	713	1749	-	1085	2507	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	11	~ 2	162	~ 20	2	264	84	-	-	163	-	-
Stage 1	17	59	-	61	144	-	-	-	-	-	-	-
Stage 2	358	141	-	211	58	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	~ 1	162	~ 10	~ 1	264	84	-	-	163	-	-
Mov Cap-2 Maneuver	12	17	-	~ 33	13	-	-	-	-	-	-	-
Stage 1	14	33	-	49	117	-	-	-	-	-	-	-
Stage 2	265	114	-	102	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	239.5	$ 437.2	0.5	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	84	-	-	13	162	44	163	-	-
HCM Lane V/C Ratio	0.192	-	-	0.662	0.066	1.442	0.449	-	-
HCM Control Delay (s)	57.8	-	-	$ 502.9	28.8	$ 437.2	43.9	-	-
HCM Lane LOS	F	-	-	F	D	F	E	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1.5	0.2	6.2	2.1	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	162	188	180	179	15	157	1476	18	15	2106	108
Future Volume (veh/h)	121	162	188	180	179	15	157	1476	18	15	2106	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	129	172	0	191	190	16	167	1570	0	16	2240	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	118	224		149	211	18	186	3435		220	3285	
Arrive On Green	0.04	0.12	0.00	0.04	0.12	0.12	0.05	0.68	0.00	0.01	0.65	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1715	144	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	129	172	0	191	0	206	167	1570	0	16	2240	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1859	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	25.9	0.0	0.6	50.1	0.0
Cycle Q Clear(g_c), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	25.9	0.0	0.6	50.1	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	224		149	0	229	186	3435		220	3285	
V/C Ratio(X)	1.09	0.77		1.28	0.00	0.90	0.90	0.46		0.07	0.68	
Avail Cap(c_a), veh/h	118	476		149	0	475	255	3435		258	3285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.0	77.0	0.0	77.3	0.0	77.8	37.9	13.1	0.0	11.6	19.9	0.0
Incr Delay (d2), s/veh	110.5	4.1	0.0	169.1	0.0	9.5	21.3	0.4	0.0	0.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	12.6	0.0	16.7	0.0	15.2	9.9	14.1	0.0	0.4	25.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.6	81.1	0.0	246.5	0.0	87.3	59.2	13.5	0.0	11.6	21.1	0.0
LnGrp LOS	F	F		F	A	F	E	B		B	C	
Approach Vol, veh/h		301	A		397			1737	A		2256	A
Approach Delay, s/veh		126.7			163.9			17.9			21.0	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	123.0	12.8	29.1	8.7	129.4	13.7	28.2
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	15.5	* 86	6.3	46.0	6.5	* 95	7.2	45.1
Max Q Clear Time (g_c+I1), s	8.4	52.1	8.3	21.7	2.6	27.9	9.2	17.8
Green Ext Time (p_c), s	0.1	33.6	0.0	0.5	0.0	61.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

8: Poston Rd & Old Poston Rd

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	4	59	15	5	143
Future Vol, veh/h	27	4	59	15	5	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	5	72	18	6	174

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	81	0	0	90	0
Stage 1	81	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	727	985	-	-	1518	-
Stage 1	947	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	724	985	-	-	1518	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1518	-
HCM Lane V/C Ratio	-	-	0.05	0.004	-
HCM Control Delay (s)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

9: Brown Rd & Poston Rd

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	32	54	95	19	78
Future Vol, veh/h	123	32	54	95	19	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	152	40	67	117	23	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	126	0	0	184	0
Stage 1	126	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	726	930	-	-	1403	-
Stage 1	905	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	930	-	-	1403	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1403	-
HCM Lane V/C Ratio	-	-	0.255	0.017	-
HCM Control Delay (s)	-	-	11.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	294	11	22	333	50	0	0	0	58	13	130
Future Vol, veh/h	98	294	11	22	333	50	0	0	0	58	13	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	60	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	2	2	0	0	0	0	0	0
Mvmt Flow	103	309	12	23	351	53	0	0	0	61	14	137

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	404	0	0	321	0	0			945	951	378
Stage 1	-	-	-	-	-	-			424	424	-
Stage 2	-	-	-	-	-	-			521	527	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-			5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	4	3.3
Pot Cap-1 Maneuver	1166	-	-	1250	-	-			293	262	673
Stage 1	-	-	-	-	-	-			664	590	-
Stage 2	-	-	-	-	-	-			600	532	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1166	-	-	1250	-	-			255	0	673
Mov Cap-2 Maneuver	-	-	-	-	-	-			255	0	-
Stage 1	-	-	-	-	-	-			592	0	-
Stage 2	-	-	-	-	-	-			586	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0.4	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1166	-	-	1250	-	-	447
HCM Lane V/C Ratio	0.088	-	-	0.019	-	-	0.473
HCM Control Delay (s)	8.4	0	-	7.9	0	-	20.1
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-	2.5

11: Fayetteville Rd (SR 54) & Tyler Terrace/Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	20	354	13	96	31	551	555	241	600	32
Future Volume (veh/h)	18	10	20	354	13	96	31	551	555	241	600	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1707	1900	1870	1900	1856	1900	1885	1885	1856	1900	1900
Adj Flow Rate, veh/h	19	11	21	373	14	0	33	580	0	254	632	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	13	0	2	0	3	0	1	1	3	0	0
Cap, veh/h	515	163	312	488	591		374	1915		432	1540	687
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.00	0.03	0.53	0.00	0.43	0.43	0.43
Sat Flow, veh/h	1422	525	1002	1377	1900	1572	1810	3582	1598	827	3610	1610
Grp Volume(v), veh/h	19	0	32	373	14	0	33	580	0	254	632	34
Grp Sat Flow(s),veh/h/ln	1422	0	1527	1377	1900	1572	1810	1791	1598	827	1805	1610
Q Serve(g_s), s	0.9	0.0	1.3	23.8	0.5	0.0	0.9	8.2	0.0	23.1	11.1	1.1
Cycle Q Clear(g_c), s	1.3	0.0	1.3	25.1	0.5	0.0	0.9	8.2	0.0	23.1	11.1	1.1
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	0	475	488	591		374	1915		432	1540	687
V/C Ratio(X)	0.04	0.00	0.07	0.77	0.02		0.09	0.30		0.59	0.41	0.05
Avail Cap(c_a), veh/h	713	0	689	680	857		417	2561		562	2105	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	22.0	30.8	21.7	0.0	13.5	11.7	0.0	21.6	18.1	15.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	3.4	0.0	0.0	0.1	0.1	0.0	1.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.9	12.4	0.4	0.0	0.6	5.1	0.0	7.5	7.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	22.1	34.3	21.7	0.0	13.6	11.8	0.0	22.8	18.3	15.3
LnGrp LOS	C	A	C	C	C		B	B		C	B	B
Approach Vol, veh/h		51			387	A		613	A		920	
Approach Delay, s/veh		22.1			33.8			11.9			19.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.8	45.8		35.3		55.6		35.3				
Change Period (Y+Rc), s	7.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	5.0	53.0		41.0		65.0		41.0				
Max Q Clear Time (g_c+I1), s	2.9	25.1		27.1		10.2		3.3				
Green Ext Time (p_c), s	0.0	13.7		1.2		13.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		20.0	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

12: Fayetteville Rd (SR 54) & Brown Rd



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	18	90	0	641	31	154	868
Future Volume (veh/h)	18	90	0	641	31	154	868
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1900	1900		1856	1826	1900	1885
Adj Flow Rate, veh/h	19	94		668	32	160	904
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0		3	5	0	1
Cap, veh/h	25	123		2547	1118	648	2588
Arrive On Green	0.09	0.09		0.72	0.72	0.72	0.72
Sat Flow, veh/h	274	1354		3618	1547	758	3676
Grp Volume(v), veh/h	114	0		668	32	160	904
Grp Sat Flow(s),veh/h/ln	1643	0		1763	1547	758	1791
Q Serve(g_s), s	3.3	0.0		3.1	0.3	4.4	4.5
Cycle Q Clear(g_c), s	3.3	0.0		3.1	0.3	7.5	4.5
Prop In Lane	0.17	0.82			1.00	1.00	
Lane Grp Cap(c), veh/h	149	0		2547	1118	648	2588
V/C Ratio(X)	0.77	0.00		0.26	0.03	0.25	0.35
Avail Cap(c_a), veh/h	768	0		4286	1881	1022	4355
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0		2.3	1.9	3.6	2.5
Incr Delay (d2), s/veh	8.0	0.0		0.1	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0		0.1	0.0	0.4	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	29.4	0.0		2.3	1.9	3.8	2.6
LnGrp LOS	C	A		A	A	A	A
Approach Vol, veh/h	114			700			1064
Approach Delay, s/veh	29.4			2.3			2.7
Approach LOS	C			A			A

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	39.3			39.3	8.9
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	58.5			58.5	22.5
Max Q Clear Time (g_c+I1), s	5.1			9.5	5.3
Green Ext Time (p_c), s	16.2			25.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

13: S Main St & Old Poston Rd/Warehouse

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	42	0	107	11	11	7	68	461	0	2	670	66
Future Vol, veh/h	42	0	107	11	11	7	68	461	0	2	670	66
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	-	-	-	-	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	0	2	0	50	0	8	1	0	0	1	5
Mvmt Flow	48	0	123	13	13	8	78	530	0	2	770	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1509	1498	808	1560	1536	530	846	0	0	530	0	0
Stage 1	812	812	-	686	686	-	-	-	-	-	-	-
Stage 2	697	686	-	874	850	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.22	7.1	7	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.318	3.5	4.45	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	84	124	381	92	91	553	766	-	-	1048	-	-
Stage 1	331	395	-	441	382	-	-	-	-	-	-	-
Stage 2	386	451	-	347	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	106	381	55	78	553	766	-	-	1048	-	-
Mov Cap-2 Maneuver	65	106	-	55	78	-	-	-	-	-	-	-
Stage 1	283	393	-	377	327	-	-	-	-	-	-	-
Stage 2	313	386	-	234	316	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	146.2	76.2	1.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	766	-	-	161	82	1048	-	-
HCM Lane V/C Ratio	0.102	-	-	1.064	0.407	0.002	-	-
HCM Control Delay (s)	10.2	0	-	146.2	76.2	8.4	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	8.7	1.6	0	-	-

14: S Main St & Betty Talmadge Ave

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	32	11	699	709	74
Future Vol, veh/h	53	32	11	699	709	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	1	2
Mvmt Flow	58	35	12	768	779	81

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1612	820	860	0	-	0
Stage 1	820	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	378	790	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	378	790	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	790	-	154	-	-
HCM Lane V/C Ratio	0.015	-	0.607	-	-
HCM Control Delay (s)	9.6	0	59.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	3.2	-	-

15: S Main St & Noahs Ark Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	381	202	327	425	385	402
Future Volume (veh/h)	381	202	327	425	385	402
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1870	1885	1885	1870	1885
Adj Flow Rate, veh/h	385	204	330	429	389	406
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	2	1	1	2	1
Cap, veh/h	329	174	287	373	357	1145
Arrive On Green	0.29	0.29	0.39	0.39	0.17	0.61
Sat Flow, veh/h	1124	595	744	967	1781	1885
Grp Volume(v), veh/h	590	0	0	759	389	406
Grp Sat Flow(s),veh/h/ln	1722	0	0	1711	1781	1885
Q Serve(g_s), s	41.0	0.0	0.0	54.0	24.0	15.1
Cycle Q Clear(g_c), s	41.0	0.0	0.0	54.0	24.0	15.1
Prop In Lane	0.65	0.35		0.57	1.00	
Lane Grp Cap(c), veh/h	504	0	0	660	357	1145
V/C Ratio(X)	1.17	0.00	0.00	1.15	1.09	0.35
Avail Cap(c_a), veh/h	504	0	0	660	357	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	0.0	43.0	47.6	13.8
Incr Delay (d2), s/veh	96.1	0.0	0.0	84.3	74.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	43.5	0.0	0.0	52.1	27.5	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	145.6	0.0	0.0	127.3	121.7	14.0
LnGrp LOS	F	A	A	F	F	B
Approach Vol, veh/h	590		759			795
Approach Delay, s/veh	145.6		127.3			66.7
Approach LOS	F		F			E

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.0		48.0	31.0	61.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		85.0		41.0	24.0	54.0
Max Q Clear Time (g_c+I1), s		17.1		43.0	26.0	56.0
Green Ext Time (p_c), s		9.1		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	109.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

16: Tara Blvd (SR 3) & DW 1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	1633	2226	43
Future Vol, veh/h	0	38	0	1633	2226	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	41	0	1775	2420	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1210	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	152	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	152	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	152	-
HCM Lane V/C Ratio	-	0.272	-
HCM Control Delay (s)	-	37.3	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	1	-

17: Tara Blvd (SR 3) & DW 2

Intersection	
Int Delay, s/veh	34.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	141	69	148	1485	16	2200	158
Future Vol, veh/h	141	69	148	1485	16	2200	158
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	Yield
Storage Length	0	-	350	-	350	-	250
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	0	4	0
Mvmt Flow	153	75	161	1614	17	2391	172

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3393	1196	2391	0	1178	-	0
Stage 1	2425	-	-	-	-	-	-
Stage 2	968	-	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	5.6	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	2.3	-	-
Pot Cap-1 Maneuver	~ 16	156	~ 81	-	356	-	-
Stage 1	~ 31	-	-	-	-	-	-
Stage 2	301	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	0	156	~ 81	-	356	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	287	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	293.7	51.6	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	~ 81	-	156	356	-	-
HCM Lane V/C Ratio	1.986	-	1.463	0.049	-	-
HCM Control Delay (s)	$ 569.5	-	293.7	15.6	-	-
HCM Lane LOS	F	-	F	C	-	-
HCM 95th %tile Q(veh)	14.2	-	14.8	0.2	-	-

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

18: Tara Blvd (SR 3) & DW 3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	0	1642	2335	39
Future Vol, veh/h	0	39	0	1642	2335	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	4	0
Mvmt Flow	0	42	0	1785	2538	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1269	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	139	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	139	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	139	-
HCM Lane V/C Ratio	-	0.305	-
HCM Control Delay (s)	-	41.9	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	1.2	-

19: DW 4 & Old Poston Rd

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	5	29	29	2	17
Future Vol, veh/h	15	5	29	29	2	17
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, %	0	0	0	0	0	0
Mvmt Flow	16	5	32	32	2	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	115	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1608	-	886	1065
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	868	1065
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1040	-	-	1608	-
HCM Lane V/C Ratio	0.02	-	-	0.02	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

20: Poston Rd & DW 5

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	15	59	60	26	144
Future Vol, veh/h	43	15	59	60	26	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	16	64	65	28	157

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	64	0	0	129	0
Stage 1	64	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	717	1006	-	-	1469	-
Stage 1	964	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	1006	-	-	1469	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1469	-
HCM Lane V/C Ratio	-	-	0.083	0.019	-
HCM Control Delay (s)	-	-	10.2	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

APPENDIX K

SEGMENT ANALYSIS REPORTS



EXISTING CONDITIONS

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	60.0

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	3148	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	1186
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	19.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	16.7	Free-Flow Speed (FFS), mi/h	55.8

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1695	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	651
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	11.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	6.1	Free-Flow Speed (FFS), mi/h	58.5

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2500	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	1397
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	23.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	16.7	Free-Flow Speed (FFS), mi/h	55.8

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1364	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	784
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	14.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.2	Free-Flow Speed (FFS), mi/h	59.2

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2489	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	1391
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	23.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

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Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.2	Free-Flow Speed (FFS), mi/h	59.2

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1276	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	734
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	12.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.4	Free-Flow Speed (FFS), mi/h	59.2

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2512	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.91	Flow Rate (v_p), pc/h/ln	1434
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	24.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.9		

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Project Information

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Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	60.0

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1237	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.91	Flow Rate (v_p), pc/h/ln	727
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.8	Free-Flow Speed (FFS), mi/h	59.1

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2475	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.88	Flow Rate (v_p), pc/h/ln	1448
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	24.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	1.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.5	Free-Flow Speed (FFS), mi/h	59.4

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1182	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.88	Flow Rate (v_p), pc/h/ln	718
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.6		

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HCS7 Multilane Highway Report

Project Information

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Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	11.9	Free-Flow Speed (FFS), mi/h	57.0

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2452	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.89	Flow Rate (v_p), pc/h/ln	1418
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	24.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C

Access Point Density Adjustment (f_A)	3.0		

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HCS7 Multilane Highway Report

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Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.1	Free-Flow Speed (FFS), mi/h	58.2

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1213	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.89	Flow Rate (v_p), pc/h/ln	729
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	12.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.8		

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 493 veh/h
Opposing direction volume, Vo 363 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.3	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	538	pc/h	397	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	25.3	mi/h
Percent Free Flow Speed, PFFS	71.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.998
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	536 pc/h	395 pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.9 %	
Adjustment for no-passing zones, fnp	39.3	
Percent time-spent-following, PTSFd	74.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.32	
Peak 15-min vehicle-miles of travel, VMT15	188	veh-mi
Peak-hour vehicle-miles of travel, VMT60	690	veh-mi
Peak 15-min total travel time, TT15	7.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.3	mi/h
Percent time-spent-following, PTSFd (from above)	74.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	535.9
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.30
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd 363 veh/h
Opposing direction volume, Vo 493 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	398	pc/h	539	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.0	mi/h
Free-flow speed, FFSd	37.8	mi/h
Adjustment for no-passing zones, fnp	2.1	mi/h
Average travel speed, ATSd	28.5	mi/h
Percent Free Flow Speed, PFFS	75.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.997	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	396 pc/h	536 pc/h
Base percent time-spent-following,(note-4) BPTSFd	44.2 %	
Adjustment for no-passing zones, fnp	39.3	
Percent time-spent-following, PTSFd	60.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.23	
Peak 15-min vehicle-miles of travel, VMT15	138	veh-mi
Peak-hour vehicle-miles of travel, VMT60	508	veh-mi
Peak 15-min total travel time, TT15	4.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	28.5	mi/h
Percent time-spent-following, PTSFd (from above)	60.9	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	394.6
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.37
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 260 veh/h
Opposing direction volume, Vo 414 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	305	pc/h	483	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.3	mi/h
Average travel speed, ATSd	30.1	mi/h
Percent Free Flow Speed, PFFS	78.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	303 pc/h	481 pc/h
Base percent time-spent-following,(note-4) BPTSFd	36.2 %	
Adjustment for no-passing zones, fnp	41.5	
Percent time-spent-following, PTSFd	52.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.18	
Peak 15-min vehicle-miles of travel, VMT15	113	veh-mi
Peak-hour vehicle-miles of travel, VMT60	390	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.1	mi/h
Percent time-spent-following, PTSFd (from above)	52.2	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	302.3
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.01
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	17	/mi

Analysis direction volume, Vd 414 veh/h
Opposing direction volume, Vo 260 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.4	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.992	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	483	pc/h	305	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.3	mi/h
Free-flow speed, FFSd	36.5	mi/h
Adjustment for no-passing zones, fnp	3.3	mi/h
Average travel speed, ATSd	27.1	mi/h
Percent Free Flow Speed, PFFS	74.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.998
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	481 pc/h	303 pc/h
Base percent time-spent-following,(note-4) BPTSFd	46.4 %	
Adjustment for no-passing zones, fnp	41.5	
Percent time-spent-following, PTSFd	71.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.28	
Peak 15-min vehicle-miles of travel, VMT15	181	veh-mi
Peak-hour vehicle-miles of travel, VMT60	621	veh-mi
Peak 15-min total travel time, TT15	6.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.1	mi/h
Percent time-spent-following, PTSFd (from above)	71.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	481.4
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.24
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	SR 54
From/To	Mundys Mill Rd to Brown Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	2.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	68	%
Up/down	-	%	Access point density	6	/mi

Analysis direction volume, Vd 516 veh/h
Opposing direction volume, Vo 443 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	601	pc/h	517	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.5	mi/h
Free-flow speed, FFSd	44.3	mi/h
Adjustment for no-passing zones, fnp	1.8	mi/h
Average travel speed, ATSd	33.9	mi/h
Percent Free Flow Speed, PFFS	76.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	600	pc/h	515	pc/h
Base percent time-spent-following,(note-4) BPTSFd	57.1	%		
Adjustment for no-passing zones, fnp	33.9			
Percent time-spent-following, PTSFd	75.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.35	
Peak 15-min vehicle-miles of travel, VMT15	195	veh-mi
Peak-hour vehicle-miles of travel, VMT60	671	veh-mi
Peak 15-min total travel time, TT15	5.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.9	mi/h
Percent time-spent-following, PTSFd (from above)	75.3	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	600.0
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.10
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	SR 54
From/To	Mundys Mill Rd to Brown Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	2.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	68	%
Up/down	-	%	Access point density	6	/mi

Analysis direction volume, Vd 443 veh/h
Opposing direction volume, Vo 516 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	517	pc/h	601	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.5	mi/h
Free-flow speed, FFSd	44.3	mi/h
Adjustment for no-passing zones, fnp	1.5	mi/h
Average travel speed, ATSd	34.2	mi/h
Percent Free Flow Speed, PFFS	77.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	515 pc/h	600 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.0 %	
Adjustment for no-passing zones, fnp	33.9	
Percent time-spent-following, PTSFd	68.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	167	veh-mi
Peak-hour vehicle-miles of travel, VMT60	576	veh-mi
Peak 15-min total travel time, TT15	4.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.2	mi/h
Percent time-spent-following, PTSFd (from above)	68.7	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	515.1
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.02
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	SR 54
From/To	Brown Rd to SR 3 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	89	%
Up/down	-	%	Access point density	11	/mi

Analysis direction volume, Vd 784 veh/h
Opposing direction volume, Vo 467 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	845	pc/h	504	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.8	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	2.2	mi/h
Average travel speed, ATSd	30.4	mi/h
Percent Free Flow Speed, PFFS	70.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	843 pc/h	502 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.0 %	
Adjustment for no-passing zones, fnp	26.7	
Percent time-spent-following, PTSFd	85.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.50	
Peak 15-min vehicle-miles of travel, VMT15	211	veh-mi
Peak-hour vehicle-miles of travel, VMT60	784	veh-mi
Peak 15-min total travel time, TT15	6.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.4	mi/h
Percent time-spent-following, PTSFd (from above)	85.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	843.0
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.27
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	SR 54
From/To	Brown Rd to SR 3 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	89	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 467 veh/h
Opposing direction volume, Vo 784 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.996	0.998
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	504 pc/h	845 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	41.3	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	29.7	mi/h
Percent Free Flow Speed, PFFS	72.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	502 pc/h	843 pc/h
Base percent time-spent-following,(note-4) BPTSFd	55.6 %	
Adjustment for no-passing zones, fnp	26.7	
Percent time-spent-following, PTSFd	65.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	126	veh-mi
Peak-hour vehicle-miles of travel, VMT60	467	veh-mi
Peak 15-min total travel time, TT15	4.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.7	mi/h
Percent time-spent-following, PTSFd (from above)	65.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	502.2
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.01
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 83 veh/h
Opposing direction volume, Vo 56 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	108	pc/h	73	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	32.5	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	108	pc/h	73	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.5	%		
Adjustment for no-passing zones, fnp	53.5			
Percent time-spent-following, PTSFd	44.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	33	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.5	mi/h
Percent time-spent-following, PTSFd (from above)	44.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	107.8
Effective width of outside lane, We	19.02
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.99
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	20	/mi

Analysis direction volume, Vd 56 veh/h
Opposing direction volume, Vo 83 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.965	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	75	pc/h	112	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.0	mi/h
Free-flow speed, FFSd	35.8	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	31.8	mi/h
Percent Free Flow Speed, PFFS	88.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	73 pc/h	108 pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7 %	
Adjustment for no-passing zones, fnp	53.5	
Percent time-spent-following, PTSFd	30.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	7	veh-mi
Peak-hour vehicle-miles of travel, VMT60	22	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.8	mi/h
Percent time-spent-following, PTSFd (from above)	30.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.7
Effective width of outside lane, We	20.64
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.36
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 92 veh/h
Opposing direction volume, Vo 58 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	103	pc/h	65	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	90.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	103 pc/h	65 pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.9 %	
Adjustment for no-passing zones, fnp	52.9	
Percent time-spent-following, PTSFd	44.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	21	veh-mi
Peak-hour vehicle-miles of travel, VMT60	74	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	44.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	103.4
Effective width of outside lane, We	18.48
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.07
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 58 veh/h
Opposing direction volume, Vo 92 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.982	0.982
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	66 pc/h	105 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	34.7	mi/h
Percent Free Flow Speed, PFFS	90.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.998		0.998	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	104	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.8	%		
Adjustment for no-passing zones, fnp	52.9			
Percent time-spent-following, PTSFd	28.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	13	veh-mi
Peak-hour vehicle-miles of travel, VMT60	46	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.7	mi/h
Percent time-spent-following, PTSFd (from above)	28.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	65.2
Effective width of outside lane, We	20.52
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.84
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 104 veh/h
Opposing direction volume, Vo 18 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.992	0.991
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	116 pc/h	20 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	35.1	mi/h
Percent Free Flow Speed, PFFS	91.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	116 pc/h	20 pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.3 %	
Adjustment for no-passing zones, fnp	45.6	
Percent time-spent-following, PTSFd	52.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	29	veh-mi
Peak-hour vehicle-miles of travel, VMT60	104	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.1	mi/h
Percent time-spent-following, PTSFd (from above)	52.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	115.6
Effective width of outside lane, We	20.72
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.88
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd	18	veh/h
Opposing direction volume, Vo	104	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	20	pc/h	116	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	90.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	20	pc/h	116	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.5	%		
Adjustment for no-passing zones, fnp	45.6			
Percent time-spent-following, PTSFd	9.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	5	veh-mi
Peak-hour vehicle-miles of travel, VMT60	18	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	9.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.0
Effective width of outside lane, We	26.74
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	0.37
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 66 veh/h
Opposing direction volume, Vo 126 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.973	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	75	pc/h	142	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	3.1	mi/h
Average travel speed, ATSd	33.5	mi/h
Percent Free Flow Speed, PFFS	87.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.996		0.996	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	73	pc/h	139	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.7	%		
Adjustment for no-passing zones, fnp	51.0			
Percent time-spent-following, PTSFd	26.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	7	veh-mi
Peak-hour vehicle-miles of travel, VMT60	26	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.5	mi/h
Percent time-spent-following, PTSFd (from above)	26.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.5
Effective width of outside lane, We	23.38
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.75
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 126 veh/h
Opposing direction volume, Vo 66 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.929		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	149	pc/h	80	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	35.4	mi/h
Percent Free Flow Speed, PFFS	89.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	140	pc/h	73	pc/h
Base percent time-spent-following,(note-4) BPTSFd	15.8	%		
Adjustment for no-passing zones, fnp	51.0			
Percent time-spent-following, PTSFd	49.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	50	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.4	mi/h
Percent time-spent-following, PTSFd (from above)	49.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	138.5
Effective width of outside lane, We	19.18
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.25
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 24 veh/h
Opposing direction volume, Vo 8 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	27	pc/h	9	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.9	mi/h
Percent Free Flow Speed, PFFS	93.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	27 pc/h	9 pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.4 %	
Adjustment for no-passing zones, fnp	48.5	
Percent time-spent-following, PTSFd	39.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.9	mi/h
Percent time-spent-following, PTSFd (from above)	39.8	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	27.3
Effective width of outside lane, We	22.56
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.55
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 8 veh/h
Opposing direction volume, Vo 24 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	9	pc/h	27	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	38.1	mi/h
Percent Free Flow Speed, PFFS	93.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	9	pc/h	27	pc/h
Base percent time-spent-following,(note-4) BPTSFd	1.2	%		
Adjustment for no-passing zones, fnp	48.5			
Percent time-spent-following, PTSFd	13.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	1	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.1	mi/h
Percent time-spent-following, PTSFd (from above)	13.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	9.1
Effective width of outside lane, We	23.52
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	0.78
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 96 veh/h
Opposing direction volume, Vo 62 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.910	0.910
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	120 pc/h	77 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.4	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	110	pc/h	71	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.7	%		
Adjustment for no-passing zones, fnp	53.2			
Percent time-spent-following, PTSFd	45.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.4	mi/h
Percent time-spent-following, PTSFd (from above)	45.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	109.1
Effective width of outside lane, We	18.24
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.31
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	23	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	7	/mi

Analysis direction volume, Vd 62 veh/h
Opposing direction volume, Vo 96 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.829		0.829	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	132	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.8	mi/h
Free-flow speed, FFSd	39.0	mi/h
Adjustment for no-passing zones, fnp	2.9	mi/h
Average travel speed, ATSd	34.5	mi/h
Percent Free Flow Speed, PFFS	88.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.978	0.978
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	72 pc/h	112 pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.6 %	
Adjustment for no-passing zones, fnp	53.2	
Percent time-spent-following, PTSFd	29.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.5	mi/h
Percent time-spent-following, PTSFd (from above)	29.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	70.5
Effective width of outside lane, We	20.28
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	11.77
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 528 veh/h
Opposing direction volume, Vo 400 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	601	pc/h	456	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	50.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h	
Adj. for access point density,(note-3) fA	3.8	mi/h	
Free-flow speed, FFSd	42.0	mi/h	
Adjustment for no-passing zones, fnp	2.4	mi/h	
Average travel speed, ATSd	31.4	mi/h	
Percent Free Flow Speed, PFFS	74.7	%	

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	600	pc/h	455	pc/h
Base percent time-spent-following,(note-4) BPTSFd	56.5	%		
Adjustment for no-passing zones, fnp	36.5			
Percent time-spent-following, PTSFd	77.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.35	
Peak 15-min vehicle-miles of travel, VMT15	120	veh-mi
Peak-hour vehicle-miles of travel, VMT60	422	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.4	mi/h
Percent time-spent-following, PTSFd (from above)	77.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	600.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.36
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	7	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	11	/mi

Analysis direction volume, Vd 400 veh/h
Opposing direction volume, Vo 528 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.986	0.993
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	461 pc/h	604 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.8	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	1.8	mi/h
Average travel speed, ATSd	33.0	mi/h
Percent Free Flow Speed, PFFS	76.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	455 pc/h	600 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.2 %	
Adjustment for no-passing zones, fnp	36.5	
Percent time-spent-following, PTSFd	64.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	91	veh-mi
Peak-hour vehicle-miles of travel, VMT60	320	veh-mi
Peak 15-min total travel time, TT15	2.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.0	mi/h
Percent time-spent-following, PTSFd (from above)	64.9	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	454.5
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.56
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 512 veh/h
Opposing direction volume, Vo 656 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.999	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	557 pc/h	714 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.5	mi/h
Average travel speed, ATSd	34.5	mi/h
Percent Free Flow Speed, PFFS	75.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	557	pc/h	713	pc/h
Base percent time-spent-following,(note-4) BPTSFd	57.6	%		
Adjustment for no-passing zones, fnp	31.2			
Percent time-spent-following, PTSFd	71.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.33	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	51	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.5	mi/h
Percent time-spent-following, PTSFd (from above)	71.3	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	556.5
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.11
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 656 veh/h
Opposing direction volume, Vo 512 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.994	0.994
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	717 pc/h	560 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	2.0	mi/h
Average travel speed, ATSd	33.9	mi/h
Percent Free Flow Speed, PFFS	74.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	713 pc/h	557 pc/h
Base percent time-spent-following,(note-4) BPTSFd	63.6 %	
Adjustment for no-passing zones, fnp	31.2	
Percent time-spent-following, PTSFd	81.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.42	
Peak 15-min vehicle-miles of travel, VMT15	18	veh-mi
Peak-hour vehicle-miles of travel, VMT60	66	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.9	mi/h
Percent time-spent-following, PTSFd (from above)	81.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	713.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.48
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	19	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 15 veh/h
Opposing direction volume, Vo 53 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.854	0.854
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	20 pc/h	70 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.5	mi/h
Percent Free Flow Speed, PFFS	91.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.981	0.981
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	17 pc/h	61 pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.2 %	
Adjustment for no-passing zones, fnp	48.1	
Percent time-spent-following, PTSFd	12.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	1	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.5	mi/h
Percent time-spent-following, PTSFd (from above)	12.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	16.9
Effective width of outside lane, We	23.10
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	8.11
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 53 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.910		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	19	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.7	mi/h
Percent Free Flow Speed, PFFS	92.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	17	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.2	%		
Adjustment for no-passing zones, fnp	48.1			
Percent time-spent-following, PTSFd	44.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.7	mi/h
Percent time-spent-following, PTSFd (from above)	44.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	59.6
Effective width of outside lane, We	20.82
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.50
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	60.0

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	2211	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	799
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	13.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	6.1	Free-Flow Speed (FFS), mi/h	58.5

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1615	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	884
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	15.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	16.7	Free-Flow Speed (FFS), mi/h	55.8

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	2138	Heavy Vehicle Adjustment Factor (f_{HV})	1.000
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1126
Total Trucks, %	0.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	20.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	4.2		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.2	Free-Flow Speed (FFS), mi/h	59.2

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1468	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	830
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	14.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.2	Free-Flow Speed (FFS), mi/h	59.2

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	2121	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.92	Flow Rate (v_p), pc/h/ln	1198
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	20.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.4	Free-Flow Speed (FFS), mi/h	59.2

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1419	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	793
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	13.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	0.0	Free-Flow Speed (FFS), mi/h	60.0

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	2084	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	1154
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	19.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	3.8	Free-Flow Speed (FFS), mi/h	59.1

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1369	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	742
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	12.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.5	Free-Flow Speed (FFS), mi/h	59.4

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	2009	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1099
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	18.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.6		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 1 Geometric Data

Direction 1 Description	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	11.9	Free-Flow Speed (FFS), mi/h	57.0

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	1373	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	768
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	13.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	3.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI		

Direction 2 Geometric Data

Direction 2 Description	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC_R), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC_L), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.1	Free-Flow Speed (FFS), mi/h	58.2

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	1992	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor (PHF)	0.93	Flow Rate (v_p), pc/h/ln	1146
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{TLC})	0.0	Density (D), pc/mi/ln	19.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	1.8		

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.94	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 440 veh/h
Opposing direction volume, Vo 415 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.3	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	470	pc/h	444	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	25.7	mi/h
Percent Free Flow Speed, PFFS	72.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	468 pc/h	441 pc/h
Base percent time-spent-following,(note-4) BPTSFd	48.0 %	
Adjustment for no-passing zones, fnp	42.7	
Percent time-spent-following, PTSFd	70.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.28	
Peak 15-min vehicle-miles of travel, VMT15	164	veh-mi
Peak-hour vehicle-miles of travel, VMT60	616	veh-mi
Peak 15-min total travel time, TT15	6.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.7	mi/h
Percent time-spent-following, PTSFd (from above)	70.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	468.1
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.23
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.94	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 415 veh/h
Opposing direction volume, Vo 440 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.997		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	443	pc/h	469	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	25.8	mi/h
Percent Free Flow Speed, PFFS	73.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	441 pc/h	468 pc/h
Base percent time-spent-following,(note-4) BPTSFd	47.4 %	
Adjustment for no-passing zones, fnp	42.7	
Percent time-spent-following, PTSFd	68.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.26	
Peak 15-min vehicle-miles of travel, VMT15	155	veh-mi
Peak-hour vehicle-miles of travel, VMT60	581	veh-mi
Peak 15-min total travel time, TT15	6.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.8	mi/h
Percent time-spent-following, PTSFd (from above)	68.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	441.5
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.99
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 705 veh/h
Opposing direction volume, Vo 402 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.3	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	744	pc/h	426	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	26.9	mi/h
Percent Free Flow Speed, PFFS	69.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	742 pc/h	423 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.7 %	
Adjustment for no-passing zones, fnp	30.8	
Percent time-spent-following, PTSFd	82.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.44	
Peak 15-min vehicle-miles of travel, VMT15	278	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1058	veh-mi
Peak 15-min total travel time, TT15	10.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	26.9	mi/h
Percent time-spent-following, PTSFd (from above)	82.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	742.1
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.46
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 402 veh/h
Opposing direction volume, Vo 705 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	426	pc/h	744	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATSd	28.1	mi/h
Percent Free Flow Speed, PFFS	72.9	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	423 pc/h	742 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.9 %	
Adjustment for no-passing zones, fnp	30.8	
Percent time-spent-following, PTSFd	61.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.25	
Peak 15-min vehicle-miles of travel, VMT15	159	veh-mi
Peak-hour vehicle-miles of travel, VMT60	603	veh-mi
Peak 15-min total travel time, TT15	5.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	28.1	mi/h
Percent time-spent-following, PTSFd (from above)	61.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	423.2
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.18
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	SR 54
From/To	Mundys Mill Rd to Brown Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	68	%
Up/down	-	%	Access point density	6	/mi

Analysis direction volume, Vd 622 veh/h
Opposing direction volume, Vo 816 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.999		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	655	pc/h	859	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.5	mi/h
Free-flow speed, FFSd	44.3	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	31.7	mi/h
Percent Free Flow Speed, PFFS	71.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	655 pc/h	859 pc/h
Base percent time-spent-following,(note-4) BPTSFd	63.7 %	
Adjustment for no-passing zones, fnp	24.3	
Percent time-spent-following, PTSFd	74.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.38	
Peak 15-min vehicle-miles of travel, VMT15	213	veh-mi
Peak-hour vehicle-miles of travel, VMT60	809	veh-mi
Peak 15-min total travel time, TT15	6.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	654.7
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.93
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	SR 54
From/To	Mundys Mill Rd to Brown Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	68	%
Up/down	-	%	Access point density	6	/mi

Analysis direction volume, Vd 816 veh/h
Opposing direction volume, Vo 622 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	859	pc/h	655	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.5	mi/h
Free-flow speed, FFSd	44.3	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	31.2	mi/h
Percent Free Flow Speed, PFFS	70.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	859 pc/h	655 pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.9 %	
Adjustment for no-passing zones, fnp	24.3	
Percent time-spent-following, PTSFd	83.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.51	
Peak 15-min vehicle-miles of travel, VMT15	279	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1061	veh-mi
Peak 15-min total travel time, TT15	8.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	83.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	858.9
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.07
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	SR 54
From/To	Brown Rd to SR 3 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	2.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	89	%
Up/down	-	%	Access point density	11	/mi

Analysis direction volume, Vd 773 veh/h
Opposing direction volume, Vo 966 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.998	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	815 pc/h	1017 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.8	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	27.9	mi/h
Percent Free Flow Speed, PFFS	64.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	814	pc/h	1017	pc/h
Base percent time-spent-following,(note-4) BPTSFd	71.9	%		
Adjustment for no-passing zones, fnp	20.4			
Percent time-spent-following, PTSFd	81.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.48	
Peak 15-min vehicle-miles of travel, VMT15	203	veh-mi
Peak-hour vehicle-miles of travel, VMT60	773	veh-mi
Peak 15-min total travel time, TT15	7.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.9	mi/h
Percent time-spent-following, PTSFd (from above)	81.0	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	813.7
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.25
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	SR 54
From/To	Brown Rd to SR 3 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	89	%
Up/down	-	%	Access point density	11	/mi

Analysis direction volume, Vd 966 veh/h
Opposing direction volume, Vo 773 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	1017	pc/h	814	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.8	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	27.7	mi/h
Percent Free Flow Speed, PFFS	64.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	1017 pc/h	814 pc/h
Base percent time-spent-following,(note-4) BPTSFd	76.3 %	
Adjustment for no-passing zones, fnp	20.4	
Percent time-spent-following, PTSFd	87.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.60	
Peak 15-min vehicle-miles of travel, VMT15	254	veh-mi
Peak-hour vehicle-miles of travel, VMT60	966	veh-mi
Peak 15-min total travel time, TT15	9.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.7	mi/h
Percent time-spent-following, PTSFd (from above)	87.6	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	1016.8
Effective width of outside lane, We	14.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.15
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 91 veh/h
Opposing direction volume, Vo 157 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.991	0.994
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	97 pc/h	166 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	3.5	mi/h
Average travel speed, ATSd	30.8	mi/h
Percent Free Flow Speed, PFFS	84.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.999		0.999	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	96	pc/h	165	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.2	%		
Adjustment for no-passing zones, fnp	52.6			
Percent time-spent-following, PTSFd	30.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.8	mi/h
Percent time-spent-following, PTSFd (from above)	30.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	95.8
Effective width of outside lane, We	18.54
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.22
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 157 veh/h
Opposing direction volume, Vo 91 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	165	pc/h	96	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.9	mi/h
Percent Free Flow Speed, PFFS	87.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	165	pc/h	96	pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.2	%		
Adjustment for no-passing zones, fnp	52.6			
Percent time-spent-following, PTSFd	51.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	17	veh-mi
Peak-hour vehicle-miles of travel, VMT60	63	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.9	mi/h
Percent time-spent-following, PTSFd (from above)	51.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	165.3
Effective width of outside lane, We	14.58
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.95
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 92 veh/h
Opposing direction volume, Vo 164 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	96	pc/h	171	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	3.5	mi/h
Average travel speed, ATSd	31.9	mi/h
Percent Free Flow Speed, PFFS	85.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	96	pc/h	171	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.2	%		
Adjustment for no-passing zones, fnp	52.2			
Percent time-spent-following, PTSFd	30.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	74	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.9	mi/h
Percent time-spent-following, PTSFd (from above)	30.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	95.8
Effective width of outside lane, We	18.48
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.03
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 164 veh/h
Opposing direction volume, Vo 92 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	172	pc/h	97	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.1	mi/h
Percent Free Flow Speed, PFFS	88.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	171 pc/h	96 pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.8 %	
Adjustment for no-passing zones, fnp	52.2	
Percent time-spent-following, PTSFd	52.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	34	veh-mi
Peak-hour vehicle-miles of travel, VMT60	131	veh-mi
Peak 15-min total travel time, TT15	1.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.1	mi/h
Percent time-spent-following, PTSFd (from above)	52.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	170.8
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.51
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 55 veh/h
Opposing direction volume, Vo 134 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	67	pc/h	163	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATSd	33.4	mi/h
Percent Free Flow Speed, PFFS	86.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	67	pc/h	163	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.0	%		
Adjustment for no-passing zones, fnp	48.8			
Percent time-spent-following, PTSFd	22.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	17	veh-mi
Peak-hour vehicle-miles of travel, VMT60	55	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.4	mi/h
Percent time-spent-following, PTSFd (from above)	22.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	67.1
Effective width of outside lane, We	24.15
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.64
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 134 veh/h
Opposing direction volume, Vo 55 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	163	pc/h	67	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	34.4	mi/h
Percent Free Flow Speed, PFFS	89.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	163 pc/h	67 pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.0 %	
Adjustment for no-passing zones, fnp	48.8	
Percent time-spent-following, PTSFd	52.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	41	veh-mi
Peak-hour vehicle-miles of travel, VMT60	134	veh-mi
Peak 15-min total travel time, TT15	1.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.4	mi/h
Percent time-spent-following, PTSFd (from above)	52.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	163.4
Effective width of outside lane, We	18.62
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.28
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 103 veh/h
Opposing direction volume, Vo 93 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	112	pc/h	101	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	34.2	mi/h
Percent Free Flow Speed, PFFS	89.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.999		0.999	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	111	pc/h	100	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.8	%		
Adjustment for no-passing zones, fnp	53.4			
Percent time-spent-following, PTSFd	40.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	41	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.2	mi/h
Percent time-spent-following, PTSFd (from above)	40.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	110.8
Effective width of outside lane, We	20.79
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.85
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	8	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 93 veh/h
Opposing direction volume, Vo 103 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.933		0.933	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	107	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	88.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.992		0.992	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	101	pc/h	112	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.7	%		
Adjustment for no-passing zones, fnp	53.5			
Percent time-spent-following, PTSFd	37.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	37	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	37.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	100.0
Effective width of outside lane, We	21.49
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.53
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 27 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	15	pc/h	28	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.8	mi/h
Percent Free Flow Speed, PFFS	93.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	15	pc/h	28	pc/h
Base percent time-spent-following,(note-4) BPTSFd	1.9	%		
Adjustment for no-passing zones, fnp	50.9			
Percent time-spent-following, PTSFd	19.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	1	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.8	mi/h
Percent time-spent-following, PTSFd (from above)	19.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	14.7
Effective width of outside lane, We	23.16
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.12
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 27 veh/h
Opposing direction volume, Vo 14 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	28	pc/h	15	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.8	mi/h
Percent Free Flow Speed, PFFS	93.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	28 pc/h	15 pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.5 %	
Adjustment for no-passing zones, fnp	50.9	
Percent time-spent-following, PTSFd	36.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.8	mi/h
Percent time-spent-following, PTSFd (from above)	36.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	28.4
Effective width of outside lane, We	22.38
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.61
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	7	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 118 veh/h
Opposing direction volume, Vo 106 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.947		0.941	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	131	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	32.7	mi/h
Percent Free Flow Speed, PFFS	87.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.993		0.993	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	125	pc/h	112	pc/h
Base percent time-spent-following,(note-4) BPTSFd	14.2	%		
Adjustment for no-passing zones, fnp	54.8			
Percent time-spent-following, PTSFd	43.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.7	mi/h
Percent time-spent-following, PTSFd (from above)	43.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	124.2
Effective width of outside lane, We	16.92
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.19
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 106 veh/h
Opposing direction volume, Vo 118 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.965	0.969
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	116 pc/h	128 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.8	mi/h
Average travel speed, ATSd	32.6	mi/h
Percent Free Flow Speed, PFFS	87.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	112 pc/h	125 pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.9 %	
Adjustment for no-passing zones, fnp	54.8	
Percent time-spent-following, PTSFd	38.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.6	mi/h
Percent time-spent-following, PTSFd (from above)	38.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	111.6
Effective width of outside lane, We	17.64
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.15
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 495 veh/h
Opposing direction volume, Vo 736 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	570	pc/h	848	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.8	mi/h
Free-flow speed, FFSd	42.0	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	29.9	mi/h
Percent Free Flow Speed, PFFS	71.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	569 pc/h	846 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.4 %	
Adjustment for no-passing zones, fnp	27.1	
Percent time-spent-following, PTSFd	70.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.33	
Peak 15-min vehicle-miles of travel, VMT15	114	veh-mi
Peak-hour vehicle-miles of travel, VMT60	396	veh-mi
Peak 15-min total travel time, TT15	3.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.9	mi/h
Percent time-spent-following, PTSFd (from above)	70.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	569.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.33
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 736 veh/h
Opposing direction volume, Vo 495 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.999		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	847	pc/h	570	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed,(note-3) S FM	-	mi/h	
Observed total demand,(note-3) V	-	veh/h	
Estimated Free-Flow Speed:			
Base free-flow speed,(note-3) BFFS	50.0	mi/h	
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h	
Adj. for access point density,(note-3) fA	3.8	mi/h	
Free-flow speed, FFSd	42.0	mi/h	
Adjustment for no-passing zones, fnp	1.9	mi/h	
Average travel speed, ATSd	29.1	mi/h	
Percent Free Flow Speed, PFFS	69.2	%	

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	846 pc/h	569 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.4 %	
Adjustment for no-passing zones, fnp	27.1	
Percent time-spent-following, PTSFd	84.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.50	
Peak 15-min vehicle-miles of travel, VMT15	169	veh-mi
Peak-hour vehicle-miles of travel, VMT60	589	veh-mi
Peak 15-min total travel time, TT15	5.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.1	mi/h
Percent time-spent-following, PTSFd (from above)	84.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	846.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.32
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 686 veh/h
Opposing direction volume, Vo 708 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.999	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	755 pc/h	779 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	32.6	mi/h
Percent Free Flow Speed, PFFS	71.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	754 pc/h	778 pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.6 %	
Adjustment for no-passing zones, fnp	26.3	
Percent time-spent-following, PTSFd	80.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.44	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	69	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.6	mi/h
Percent time-spent-following, PTSFd (from above)	80.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	753.8
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.26
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 708 veh/h
Opposing direction volume, Vo 686 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.999	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	779 pc/h	755 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.4	mi/h
Average travel speed, ATSd	32.5	mi/h
Percent Free Flow Speed, PFFS	71.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	778 pc/h	754 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.1 %	
Adjustment for no-passing zones, fnp	26.3	
Percent time-spent-following, PTSFd	81.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.46	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	71	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.5	mi/h
Percent time-spent-following, PTSFd (from above)	81.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	778.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.28
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 63 veh/h
Opposing direction volume, Vo 55 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	71 pc/h	62 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.1	mi/h
Percent Free Flow Speed, PFFS	90.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	68	pc/h	59	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.1	%		
Adjustment for no-passing zones, fnp	52.9			
Percent time-spent-following, PTSFd	36.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.1	mi/h
Percent time-spent-following, PTSFd (from above)	36.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	67.7
Effective width of outside lane, We	20.22
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.96
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 55 veh/h
Opposing direction volume, Vo 63 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	59	pc/h	68	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.2	mi/h
Percent Free Flow Speed, PFFS	90.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	59 pc/h	68 pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.1 %	
Adjustment for no-passing zones, fnp	52.9	
Percent time-spent-following, PTSFd	31.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	31.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	59.1
Effective width of outside lane, We	20.70
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.35
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

NO-BUILD CONDITIONS

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	3369	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1269
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	21.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1814	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	697
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	6.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2675	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	997
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	17.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1460	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	840
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	15.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2664	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	993
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	16.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1366	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	786
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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Agency	Lumin8	Analysis Year	2021 - Existing
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Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.4
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2512	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.91	Flow Rate (V_p), pc/h/ln	956
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	16.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

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Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1324	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.91	Flow Rate (V_p), pc/h/ln	778
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.1		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2649	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	1033
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	17.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.0		

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Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	2.5
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.4		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1265	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	768
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.6		

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	11.9
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	57.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2624	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	1012
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	17.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	3.0		

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Project Information

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Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	7.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1298	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	780
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.8		

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 527 veh/h
Opposing direction volume, Vo 388 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.3	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	574	pc/h	424	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	25.0	mi/h
Percent Free Flow Speed, PFFS	70.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	573 pc/h	422 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.1 %	
Adjustment for no-passing zones, fnp	37.7	
Percent time-spent-following, PTSFd	75.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.34	
Peak 15-min vehicle-miles of travel, VMT15	200	veh-mi
Peak-hour vehicle-miles of travel, VMT60	738	veh-mi
Peak 15-min total travel time, TT15	8.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.0	mi/h
Percent time-spent-following, PTSFd (from above)	75.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	572.8
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.33
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	12	/mi

Analysis direction volume, Vd 388 veh/h
Opposing direction volume, Vo 527 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.997	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	426	pc/h	575	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.0	mi/h
Free-flow speed, FFSd	37.8	mi/h
Adjustment for no-passing zones, fnp	1.9	mi/h
Average travel speed, ATSd	28.1	mi/h
Percent Free Flow Speed, PFFS	74.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	422 pc/h	573 pc/h
Base percent time-spent-following,(note-4) BPTSFd	47.4 %	
Adjustment for no-passing zones, fnp	37.7	
Percent time-spent-following, PTSFd	63.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.25	
Peak 15-min vehicle-miles of travel, VMT15	148	veh-mi
Peak-hour vehicle-miles of travel, VMT60	543	veh-mi
Peak 15-min total travel time, TT15	5.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	28.1	mi/h
Percent time-spent-following, PTSFd (from above)	63.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	421.7
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.41
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 278 veh/h
Opposing direction volume, Vo 443 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.4		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	326	pc/h	517	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.2	mi/h
Average travel speed, ATSd	29.8	mi/h
Percent Free Flow Speed, PFFS	77.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	324 pc/h	515 pc/h
Base percent time-spent-following,(note-4) BPTSFd	38.7 %	
Adjustment for no-passing zones, fnp	39.6	
Percent time-spent-following, PTSFd	54.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.19	
Peak 15-min vehicle-miles of travel, VMT15	121	veh-mi
Peak-hour vehicle-miles of travel, VMT60	417	veh-mi
Peak 15-min total travel time, TT15	4.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.8	mi/h
Percent time-spent-following, PTSFd (from above)	54.0	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	323.3
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.04
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	17	/mi

Analysis direction volume, Vd 443 veh/h
Opposing direction volume, Vo 278 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.4
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.996	0.992
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	517 pc/h	326 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.3	mi/h
Free-flow speed, FFSd	36.5	mi/h
Adjustment for no-passing zones, fnp	3.2	mi/h
Average travel speed, ATSd	26.8	mi/h
Percent Free Flow Speed, PFFS	73.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.998
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	515 pc/h	324 pc/h
Base percent time-spent-following,(note-4) BPTSFd	49.4 %	
Adjustment for no-passing zones, fnp	39.6	
Percent time-spent-following, PTSFd	73.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	193	veh-mi
Peak-hour vehicle-miles of travel, VMT60	665	veh-mi
Peak 15-min total travel time, TT15	7.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	26.8	mi/h
Percent time-spent-following, PTSFd (from above)	73.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	515.1
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.28
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	6.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	48.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	552	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	320
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1970
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1970
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	48.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	6.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	48.5		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	474	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	272
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1970
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1970
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	48.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	AM
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	11.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	47.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	839	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	460
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1944
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1944
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	47.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	2.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	AM
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	18.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	45.5		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	499	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	274
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1910
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1910
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	45.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	4.5		

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 89 veh/h
Opposing direction volume, Vo 60 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	116	pc/h	78	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	32.4	mi/h
Percent Free Flow Speed, PFFS	89.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	116	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.3	%		
Adjustment for no-passing zones, fnp	53.5			
Percent time-spent-following, PTSFd	45.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	12	veh-mi
Peak-hour vehicle-miles of travel, VMT60	36	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.4	mi/h
Percent time-spent-following, PTSFd (from above)	45.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	115.6
Effective width of outside lane, We	18.66
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.10
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	20	/mi

Analysis direction volume, Vd 60 veh/h
Opposing direction volume, Vo 89 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.969	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	81	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.0	mi/h
Free-flow speed, FFSd	35.8	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	31.5	mi/h
Percent Free Flow Speed, PFFS	88.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	78 pc/h	116 pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.3 %	
Adjustment for no-passing zones, fnp	53.5	
Percent time-spent-following, PTSFd	30.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	8	veh-mi
Peak-hour vehicle-miles of travel, VMT60	24	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.5	mi/h
Percent time-spent-following, PTSFd (from above)	30.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.9
Effective width of outside lane, We	20.40
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.44
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 98 veh/h
Opposing direction volume, Vo 62 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	110	pc/h	70	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	89.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	110	pc/h	70	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.7	%		
Adjustment for no-passing zones, fnp	52.9			
Percent time-spent-following, PTSFd	45.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	22	veh-mi
Peak-hour vehicle-miles of travel, VMT60	78	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	45.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	110.1
Effective width of outside lane, We	18.12
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.17
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 62 veh/h
Opposing direction volume, Vo 98 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.982		0.982	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	71	pc/h	112	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	34.5	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.998		0.998	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	70	pc/h	110	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.4	%		
Adjustment for no-passing zones, fnp	52.9			
Percent time-spent-following, PTSFd	29.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	50	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.5	mi/h
Percent time-spent-following, PTSFd (from above)	29.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	69.7
Effective width of outside lane, We	20.28
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.93
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 112 veh/h
Opposing direction volume, Vo 19 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	125	pc/h	21	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	35.0	mi/h
Percent Free Flow Speed, PFFS	90.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	125 pc/h	21 pc/h
Base percent time-spent-following,(note-4) BPTSFd	14.2 %	
Adjustment for no-passing zones, fnp	45.5	
Percent time-spent-following, PTSFd	53.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	31	veh-mi
Peak-hour vehicle-miles of travel, VMT60	112	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.0	mi/h
Percent time-spent-following, PTSFd (from above)	53.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	124.4
Effective width of outside lane, We	20.16
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.03
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd	19	veh/h
Opposing direction volume, Vo	112	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	124	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.8	mi/h
Average travel speed, ATSd	33.6	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	21 pc/h	124 pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.7 %	
Adjustment for no-passing zones, fnp	45.5	
Percent time-spent-following, PTSFd	9.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	5	veh-mi
Peak-hour vehicle-miles of travel, VMT60	19	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.6	mi/h
Percent time-spent-following, PTSFd (from above)	9.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	21.1
Effective width of outside lane, We	26.67
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	0.41
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 70 veh/h
Opposing direction volume, Vo 135 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.973	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	80	pc/h	152	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	3.2	mi/h
Average travel speed, ATSd	33.3	mi/h
Percent Free Flow Speed, PFFS	86.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.996		0.996	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	149	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.1	%		
Adjustment for no-passing zones, fnp	51.0			
Percent time-spent-following, PTSFd	26.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	8	veh-mi
Peak-hour vehicle-miles of travel, VMT60	28	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.3	mi/h
Percent time-spent-following, PTSFd (from above)	26.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	76.9
Effective width of outside lane, We	23.10
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.85
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 135 veh/h
Opposing direction volume, Vo 70 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.929		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	160	pc/h	85	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	35.2	mi/h
Percent Free Flow Speed, PFFS	89.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	150	pc/h	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.8	%		
Adjustment for no-passing zones, fnp	51.0			
Percent time-spent-following, PTSFd	50.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	54	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	35.2	mi/h
Percent time-spent-following, PTSFd (from above)	50.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	148.4
Effective width of outside lane, We	18.55
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.41
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 26 veh/h
Opposing direction volume, Vo 8 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	30	pc/h	9	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.8	mi/h
Percent Free Flow Speed, PFFS	93.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	30	pc/h	9	pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.8	%		
Adjustment for no-passing zones, fnp	48.3			
Percent time-spent-following, PTSFd	41.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.8	mi/h
Percent time-spent-following, PTSFd (from above)	41.0	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	29.5
Effective width of outside lane, We	22.44
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.63
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 8 veh/h
Opposing direction volume, Vo 26 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	9	pc/h	30	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	38.1	mi/h
Percent Free Flow Speed, PFFS	93.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	9	pc/h	30	pc/h
Base percent time-spent-following,(note-4) BPTSFd	1.2	%		
Adjustment for no-passing zones, fnp	48.3			
Percent time-spent-following, PTSFd	12.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	1	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	38.1	mi/h
Percent time-spent-following, PTSFd (from above)	12.3	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	9.1
Effective width of outside lane, We	23.52
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	0.78
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 103 veh/h
Opposing direction volume, Vo 66 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.919	0.910
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	127 pc/h	82 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.3	mi/h
Percent Free Flow Speed, PFFS	89.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	118	pc/h	76	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.5	%		
Adjustment for no-passing zones, fnp	53.1			
Percent time-spent-following, PTSFd	45.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	10	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.3	mi/h
Percent time-spent-following, PTSFd (from above)	45.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	117.0
Effective width of outside lane, We	17.82
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.42
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	23	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	7	/mi

Analysis direction volume, Vd 66 veh/h
Opposing direction volume, Vo 103 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.829	0.845
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	90 pc/h	139 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.8	mi/h
Free-flow speed, FFSd	39.0	mi/h
Adjustment for no-passing zones, fnp	3.0	mi/h
Average travel speed, ATSd	34.2	mi/h
Percent Free Flow Speed, PFFS	87.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.978		0.978	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	77	pc/h	120	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.1	%		
Adjustment for no-passing zones, fnp	53.1			
Percent time-spent-following, PTSFd	29.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	7	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.2	mi/h
Percent time-spent-following, PTSFd (from above)	29.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	75.0
Effective width of outside lane, We	20.04
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	11.85
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 565 veh/h
Opposing direction volume, Vo 428 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	643	pc/h	488	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.8	mi/h
Free-flow speed, FFSd	42.0	mi/h
Adjustment for no-passing zones, fnp	2.3	mi/h
Average travel speed, ATSd	31.0	mi/h
Percent Free Flow Speed, PFFS	73.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	642 pc/h	486 pc/h
Base percent time-spent-following,(note-4) BPTSFd	59.7 %	
Adjustment for no-passing zones, fnp	34.6	
Percent time-spent-following, PTSFd	79.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.38	
Peak 15-min vehicle-miles of travel, VMT15	128	veh-mi
Peak-hour vehicle-miles of travel, VMT60	452	veh-mi
Peak 15-min total travel time, TT15	4.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.0	mi/h
Percent time-spent-following, PTSFd (from above)	79.4	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	642.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.39
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	7	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	11	/mi

Analysis direction volume, Vd 428 veh/h
Opposing direction volume, Vo 565 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.986	0.993
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	493 pc/h	647 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.8	mi/h
Free-flow speed, FFSd	43.0	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	32.5	mi/h
Percent Free Flow Speed, PFFS	75.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	486 pc/h	642 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.5 %	
Adjustment for no-passing zones, fnp	34.6	
Percent time-spent-following, PTSFd	67.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.29	
Peak 15-min vehicle-miles of travel, VMT15	97	veh-mi
Peak-hour vehicle-miles of travel, VMT60	342	veh-mi
Peak 15-min total travel time, TT15	3.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.5	mi/h
Percent time-spent-following, PTSFd (from above)	67.4	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	486.4
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.59
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 547 veh/h
Opposing direction volume, Vo 702 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.999		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	595	pc/h	764	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	33.9	mi/h
Percent Free Flow Speed, PFFS	74.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	595 pc/h	763 pc/h
Base percent time-spent-following,(note-4) BPTSFd	60.2 %	
Adjustment for no-passing zones, fnp	28.9	
Percent time-spent-following, PTSFd	72.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.35	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	55	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.9	mi/h
Percent time-spent-following, PTSFd (from above)	72.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	594.6
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.14
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 702 veh/h
Opposing direction volume, Vo 547 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	768	pc/h	598	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.8	mi/h
Average travel speed, ATSd	33.4	mi/h
Percent Free Flow Speed, PFFS	72.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	763	pc/h	595	pc/h
Base percent time-spent-following,(note-4) BPTSFd	65.7	%		
Adjustment for no-passing zones, fnp	28.9			
Percent time-spent-following, PTSFd	81.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.45	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	70	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.4	mi/h
Percent time-spent-following, PTSFd (from above)	81.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	763.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.51
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	19	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd	16	veh/h
Opposing direction volume, Vo	56	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.854		0.854	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	21	pc/h	74	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.4	mi/h
Percent Free Flow Speed, PFFS	90.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.981		0.981	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	18	pc/h	64	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.3	%		
Adjustment for no-passing zones, fnp	48.1			
Percent time-spent-following, PTSFd	12.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	1	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3	veh-mi
Peak 15-min total travel time, TT15	0.0	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.4	mi/h
Percent time-spent-following, PTSFd (from above)	12.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	18.0
Effective width of outside lane, We	23.04
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	8.15
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 56 veh/h
Opposing direction volume, Vo 16 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.910		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	69	pc/h	20	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.7	mi/h
Percent Free Flow Speed, PFFS	92.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	64	pc/h	18	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.7	%		
Adjustment for no-passing zones, fnp	48.1			
Percent time-spent-following, PTSFd	45.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.7	mi/h
Percent time-spent-following, PTSFd (from above)	45.2	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	62.9
Effective width of outside lane, We	20.64
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.56
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2211	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	799
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	3222	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1199
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	21.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	4.2		

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1. SR 3, from Flint River Rd to SR 54.xuf

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	6.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1728	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	630
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.5		

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Project Information

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Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2288	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	827
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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2. SR 3, from SR 54 to Post Way.xuf

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1571	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	592
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2121	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1198
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	20.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.8		

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3. SR 3, Post Way to Poston Road.xuf

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Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.4
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1519	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	566
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.9		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2230	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	823
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.1		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1466	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	530
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	2.5
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.4		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2150	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	784
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.6		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	11.9
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	57.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1471	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	548
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	3.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	2021 - Existing
Jurisdiction	GDOT	Time Period Analyzed	PM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	7.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2133	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	818
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.8		

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.94	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 471 veh/h
Opposing direction volume, Vo 444 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	503	pc/h	474	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	25.4	mi/h
Percent Free Flow Speed, PFFS	71.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	501 pc/h	472 pc/h
Base percent time-spent-following,(note-4) BPTSFd	51.2 %	
Adjustment for no-passing zones, fnp	40.8	
Percent time-spent-following, PTSFd	72.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.29	
Peak 15-min vehicle-miles of travel, VMT15	175	veh-mi
Peak-hour vehicle-miles of travel, VMT60	659	veh-mi
Peak 15-min total travel time, TT15	6.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.4	mi/h
Percent time-spent-following, PTSFd (from above)	72.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	501.1
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.26
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	SR 3 to Brown Rd WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.94	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	22	/mi

Analysis direction volume, Vd 444 veh/h
Opposing direction volume, Vo 471 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	473	pc/h	502	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.5	mi/h
Free-flow speed, FFSd	35.3	mi/h
Adjustment for no-passing zones, fnp	2.2	mi/h
Average travel speed, ATSd	25.5	mi/h
Percent Free Flow Speed, PFFS	72.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	472 pc/h	501 pc/h
Base percent time-spent-following,(note-4) BPTSFd	50.2 %	
Adjustment for no-passing zones, fnp	40.8	
Percent time-spent-following, PTSFd	70.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.28	
Peak 15-min vehicle-miles of travel, VMT15	165	veh-mi
Peak-hour vehicle-miles of travel, VMT60	622	veh-mi
Peak 15-min total travel time, TT15	6.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.5	mi/h
Percent time-spent-following, PTSFd (from above)	70.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	472.3
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.02
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 755 veh/h
Opposing direction volume, Vo 430 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	796	pc/h	454	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	26.4	mi/h
Percent Free Flow Speed, PFFS	68.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	795 pc/h	453 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.1 %	
Adjustment for no-passing zones, fnp	28.9	
Percent time-spent-following, PTSFd	84.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.47	
Peak 15-min vehicle-miles of travel, VMT15	298	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1133	veh-mi
Peak 15-min total travel time, TT15	11.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	26.4	mi/h
Percent time-spent-following, PTSFd (from above)	84.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	794.7
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.50
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 430 veh/h
Opposing direction volume, Vo 755 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	454	pc/h	796	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	27.6	mi/h
Percent Free Flow Speed, PFFS	71.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	453 pc/h	795 pc/h
Base percent time-spent-following,(note-4) BPTSFd	52.2 %	
Adjustment for no-passing zones, fnp	28.9	
Percent time-spent-following, PTSFd	62.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	170	veh-mi
Peak-hour vehicle-miles of travel, VMT60	645	veh-mi
Peak 15-min total travel time, TT15	6.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.6	mi/h
Percent time-spent-following, PTSFd (from above)	62.7	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	452.6
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.21
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	PM
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	6.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	48.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	665	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	354
Total Trucks, %	1.00	Capacity (c), pc/h/ln	1970
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1970
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	48.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.5		

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9. SR 54, from Mundys Mill Rd to Brown Rd.xuf

HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	PM
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	6.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	48.5		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	464
Total Trucks, %	1.00	Capacity (c), pc/h/ln	1970
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1970
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	48.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.5		

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HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	PM
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	11.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	47.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	827	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	444
Total Trucks, %	2.00	Capacity (c), pc/h/ln	1944
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1944
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	47.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	2.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	JS	Date	4/29/2021
Agency	Lumin8	Analysis Year	2021
Jurisdiction	GDOT	Time Period Analyzed	PM
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Access Point Density, pts/mi	11.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	47.3		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1033	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	549
Total Trucks, %	1.00	Capacity (c), pc/h/ln	1944
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1944
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	47.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	2.8		

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10. SR 54, from Brown Road to SR 3.xuf

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 97 veh/h
Opposing direction volume, Vo 168 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.991		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	103	pc/h	178	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	3.6	mi/h
Average travel speed, ATSd	30.5	mi/h
Percent Free Flow Speed, PFFS	83.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.999		0.999	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	102	pc/h	177	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.8	%		
Adjustment for no-passing zones, fnp	52.7			
Percent time-spent-following, PTSFd	31.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	39	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.5	mi/h
Percent time-spent-following, PTSFd (from above)	31.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	102.1
Effective width of outside lane, We	18.18
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.31
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 168 veh/h
Opposing direction volume, Vo 97 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	177 pc/h	102 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.7	mi/h
Percent Free Flow Speed, PFFS	87.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	177 pc/h	102 pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.4 %	
Adjustment for no-passing zones, fnp	52.7	
Percent time-spent-following, PTSFd	52.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	18	veh-mi
Peak-hour vehicle-miles of travel, VMT60	67	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.7	mi/h
Percent time-spent-following, PTSFd (from above)	52.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	176.8
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.33
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 98 veh/h
Opposing direction volume, Vo 176 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	102	pc/h	183	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	3.7	mi/h
Average travel speed, ATSd	31.6	mi/h
Percent Free Flow Speed, PFFS	84.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	102	pc/h	183	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.8	%		
Adjustment for no-passing zones, fnp	52.2			
Percent time-spent-following, PTSFd	30.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	20	veh-mi
Peak-hour vehicle-miles of travel, VMT60	78	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.6	mi/h
Percent time-spent-following, PTSFd (from above)	30.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	102.1
Effective width of outside lane, We	18.12
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.13
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 176 veh/h
Opposing direction volume, Vo 98 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.994	0.991
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	184 pc/h	103 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	32.9	mi/h
Percent Free Flow Speed, PFFS	87.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	184 pc/h	102 pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.0 %	
Adjustment for no-passing zones, fnp	52.3	
Percent time-spent-following, PTSFd	53.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	37	veh-mi
Peak-hour vehicle-miles of travel, VMT60	141	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.9	mi/h
Percent time-spent-following, PTSFd (from above)	53.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	183.3
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.54
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd	59	veh/h
Opposing direction volume, Vo	144	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.6	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	72	pc/h	176	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	3.6	mi/h
Average travel speed, ATSd	33.0	mi/h
Percent Free Flow Speed, PFFS	85.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	72 pc/h	176 pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.6 %	
Adjustment for no-passing zones, fnp	48.8	
Percent time-spent-following, PTSFd	22.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	18	veh-mi
Peak-hour vehicle-miles of travel, VMT60	59	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.0	mi/h
Percent time-spent-following, PTSFd (from above)	22.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.0
Effective width of outside lane, We	23.87
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.75
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 144 veh/h
Opposing direction volume, Vo 59 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.6		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	176	pc/h	72	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	34.2	mi/h
Percent Free Flow Speed, PFFS	88.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	176	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.3	%		
Adjustment for no-passing zones, fnp	48.8			
Percent time-spent-following, PTSFd	53.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	44	veh-mi
Peak-hour vehicle-miles of travel, VMT60	144	veh-mi
Peak 15-min total travel time, TT15	1.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.2	mi/h
Percent time-spent-following, PTSFd (from above)	53.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	175.6
Effective width of outside lane, We	17.92
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.44
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 110 veh/h
Opposing direction volume, Vo 100 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	119	pc/h	109	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	34.0	mi/h
Percent Free Flow Speed, PFFS	88.7	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.999		0.999	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	118	pc/h	108	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.5	%		
Adjustment for no-passing zones, fnp	54.2			
Percent time-spent-following, PTSFd	41.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	12	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.0	mi/h
Percent time-spent-following, PTSFd (from above)	41.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	118.3
Effective width of outside lane, We	20.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.98
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	8	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 100 veh/h
Opposing direction volume, Vo veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.933	0.933
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	115 pc/h	119 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	88.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.992	0.992
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	108 pc/h	112 pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.5 %	
Adjustment for no-passing zones, fnp	53.9	
Percent time-spent-following, PTSFd	39.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	40	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	39.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	107.5
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.67
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 15 veh/h
Opposing direction volume, Vo 29 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	16 pc/h	31 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.8	mi/h
Percent Free Flow Speed, PFFS	93.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	16	pc/h	31	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.1	%		
Adjustment for no-passing zones, fnp	50.8			
Percent time-spent-following, PTSFd	19.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.8	mi/h
Percent time-spent-following, PTSFd (from above)	19.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.8
Effective width of outside lane, We	23.10
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.17
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 29 veh/h
Opposing direction volume, Vo 15 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	31	pc/h	16	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.8	mi/h
Percent Free Flow Speed, PFFS	93.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	31 pc/h	16 pc/h
Base percent time-spent-following,(note-4) BPTSFd	3.9 %	
Adjustment for no-passing zones, fnp	50.8	
Percent time-spent-following, PTSFd	37.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.8	mi/h
Percent time-spent-following, PTSFd (from above)	37.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	30.5
Effective width of outside lane, We	22.26
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.69
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	7	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 126 veh/h
Opposing direction volume, Vo 113 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.947	0.947
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	140 pc/h	126 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.8	mi/h
Average travel speed, ATSd	32.4	mi/h
Percent Free Flow Speed, PFFS	86.9	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.993		0.993	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	134	pc/h	120	pc/h
Base percent time-spent-following,(note-4) BPTSFd	15.2	%		
Adjustment for no-passing zones, fnp	55.6			
Percent time-spent-following, PTSFd	44.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.4	mi/h
Percent time-spent-following, PTSFd (from above)	44.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	132.6
Effective width of outside lane, We	16.44
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.30
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd	113	veh/h
Opposing direction volume, Vo	126	veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.969		0.969	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	123	pc/h	137	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	3.0	mi/h
Average travel speed, ATSd	32.3	mi/h
Percent Free Flow Speed, PFFS	86.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.996		0.996	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	119	pc/h	133	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.6	%		
Adjustment for no-passing zones, fnp	55.5			
Percent time-spent-following, PTSFd	39.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	11	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.3	mi/h
Percent time-spent-following, PTSFd (from above)	39.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	118.9
Effective width of outside lane, We	17.22
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.25
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 529 veh/h
Opposing direction volume, Vo 788 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.0	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	609	pc/h	906	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.8	mi/h
Free-flow speed, FFSd	42.0	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	29.1	mi/h
Percent Free Flow Speed, PFFS	69.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	608 pc/h	906 pc/h
Base percent time-spent-following,(note-4) BPTSFd	62.0 %	
Adjustment for no-passing zones, fnp	25.4	
Percent time-spent-following, PTSFd	72.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.36	
Peak 15-min vehicle-miles of travel, VMT15	122	veh-mi
Peak-hour vehicle-miles of travel, VMT60	423	veh-mi
Peak 15-min total travel time, TT15	4.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.1	mi/h
Percent time-spent-following, PTSFd (from above)	72.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	608.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.36
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Old Poston Rd to Noahs Ark SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	15	/mi

Analysis direction volume, Vd 788 veh/h
Opposing direction volume, Vo 529 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	906 pc/h	609 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.8	mi/h
Free-flow speed, FFSd	42.0	mi/h
Adjustment for no-passing zones, fnp	1.8	mi/h
Average travel speed, ATSd	28.5	mi/h
Percent Free Flow Speed, PFFS	67.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	906 pc/h	608 pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.6 %	
Adjustment for no-passing zones, fnp	25.4	
Percent time-spent-following, PTSFd	85.8 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.53	
Peak 15-min vehicle-miles of travel, VMT15	181	veh-mi
Peak-hour vehicle-miles of travel, VMT60	630	veh-mi
Peak 15-min total travel time, TT15	6.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	28.5	mi/h
Percent time-spent-following, PTSFd (from above)	85.8	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	905.7
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.35
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 734 veh/h
Opposing direction volume, Vo 757 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.999		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	807	pc/h	833	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	31.9	mi/h
Percent Free Flow Speed, PFFS	69.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	807 pc/h	832 pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.1 %	
Adjustment for no-passing zones, fnp	24.6	
Percent time-spent-following, PTSFd	82.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.47	
Peak 15-min vehicle-miles of travel, VMT15	20	veh-mi
Peak-hour vehicle-miles of travel, VMT60	73	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.9	mi/h
Percent time-spent-following, PTSFd (from above)	82.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	806.6
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.29
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 757 veh/h
Opposing direction volume, Vo 734 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.999		0.999	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	833	pc/h	807	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	31.9	mi/h
Percent Free Flow Speed, PFFS	69.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	832 pc/h	807 pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.4 %	
Adjustment for no-passing zones, fnp	24.6	
Percent time-spent-following, PTSFd	82.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.49	
Peak 15-min vehicle-miles of travel, VMT15	21	veh-mi
Peak-hour vehicle-miles of travel, VMT60	76	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.9	mi/h
Percent time-spent-following, PTSFd (from above)	82.9	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	831.9
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.31
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 67 veh/h
Opposing direction volume, Vo 59 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.949		0.949	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	76	pc/h	67	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.0	mi/h
Percent Free Flow Speed, PFFS	89.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	72 pc/h	64 pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.6 %	
Adjustment for no-passing zones, fnp	52.9	
Percent time-spent-following, PTSFd	36.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.0	mi/h
Percent time-spent-following, PTSFd (from above)	36.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	72.0
Effective width of outside lane, We	19.98
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.04
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 59 veh/h
Opposing direction volume, Vo 67 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	63 pc/h	72 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.1	mi/h
Percent Free Flow Speed, PFFS	90.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	63	pc/h	72	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.6	%		
Adjustment for no-passing zones, fnp	52.9			
Percent time-spent-following, PTSFd	32.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.1	mi/h
Percent time-spent-following, PTSFd (from above)	32.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	63.4
Effective width of outside lane, We	20.46
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.44
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

BUILD CONDITIONS

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	3552	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	1338
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	22.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1904	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	732
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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1. SR 3, from Flint River Rd to SR 54.xuf

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	6.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2858	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	1065
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	1.5		

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2. SR 3, from SR 54 to Post Way.xuf

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1550	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	594
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	4.2		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2847	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	1061
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	17.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1456	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	558
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.4
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2840	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.91	Flow Rate (V_p), pc/h/ln	1081
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.9		

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HCS7 Multilane Highway Report

Project Information

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Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1404	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.91	Flow Rate (V_p), pc/h/ln	550
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.1		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2851	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	1112
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	1.0		

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5. SR 3, from Old Poston Road to Betty Talmadge Avenue.xuf

HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	2.5
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.4		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1395	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	565
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.6		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	11.9
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	57.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2694	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	1039
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	3.0		

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HCS7 Multilane Highway Report

Project Information

Analyst	AJ	Date	4/28/2021
Agency	Lumin8	Analysis Year	Build
Jurisdiction	GDOT	Time Period Analyzed	AM Peak
Project Description	Waldon DRI	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	7.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	1429	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	572
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.8		

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Phone: Fax:
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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 301 veh/h
Opposing direction volume, Vo 492 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.3		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.994		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	352	pc/h	573	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	1.9	mi/h
Average travel speed, ATSd	29.5	mi/h
Percent Free Flow Speed, PFFS	76.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.998	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	351 pc/h	572 pc/h
Base percent time-spent-following,(note-4) BPTSFd	41.1 %	
Adjustment for no-passing zones, fnp	37.3	
Percent time-spent-following, PTSFd	55.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.21	
Peak 15-min vehicle-miles of travel, VMT15	131	veh-mi
Peak-hour vehicle-miles of travel, VMT60	452	veh-mi
Peak 15-min total travel time, TT15	4.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.5	mi/h
Percent time-spent-following, PTSFd (from above)	55.3	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	350.0
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.08
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	17	/mi

Analysis direction volume, Vd 492 veh/h
Opposing direction volume, Vo 301 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.3	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.994	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	573	pc/h	352	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.3	mi/h
Free-flow speed, FFSd	36.5	mi/h
Adjustment for no-passing zones, fnp	3.0	mi/h
Average travel speed, ATSd	26.4	mi/h
Percent Free Flow Speed, PFFS	72.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	0.998
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	572 pc/h	351 pc/h
Base percent time-spent-following,(note-4) BPTSFd	53.1 %	
Adjustment for no-passing zones, fnp	37.3	
Percent time-spent-following, PTSFd	76.2 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.34	
Peak 15-min vehicle-miles of travel, VMT15	215	veh-mi
Peak-hour vehicle-miles of travel, VMT60	738	veh-mi
Peak 15-min total travel time, TT15	8.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	26.4	mi/h
Percent time-spent-following, PTSFd (from above)	76.2	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	572.1
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.33
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 112 veh/h
Opposing direction volume, Vo 109 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	145 pc/h	142 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	3.1	mi/h
Average travel speed, ATSd	31.0	mi/h
Percent Free Flow Speed, PFFS	85.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	145	pc/h	142	pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.3	%		
Adjustment for no-passing zones, fnp	58.1			
Percent time-spent-following, PTSFd	45.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	45	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.0	mi/h
Percent time-spent-following, PTSFd (from above)	45.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	145.5
Effective width of outside lane, We	17.28
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.46
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	20	/mi

Analysis direction volume, Vd 109 veh/h
Opposing direction volume, Vo 112 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.973		0.973	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	145	pc/h	149	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	5.0	mi/h
Free-flow speed, FFSd	35.8	mi/h
Adjustment for no-passing zones, fnp	3.2	mi/h
Average travel speed, ATSd	30.3	mi/h
Percent Free Flow Speed, PFFS	84.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	142 pc/h	146 pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.0 %	
Adjustment for no-passing zones, fnp	58.2	
Percent time-spent-following, PTSFd	44.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	44	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.3	mi/h
Percent time-spent-following, PTSFd (from above)	44.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	141.6
Effective width of outside lane, We	17.46
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.30
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 104 veh/h
Opposing direction volume, Vo 71 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	117	pc/h	80	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	33.6	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	117	pc/h	80	pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.4	%		
Adjustment for no-passing zones, fnp	53.4			
Percent time-spent-following, PTSFd	45.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	23	veh-mi
Peak-hour vehicle-miles of travel, VMT60	83	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.6	mi/h
Percent time-spent-following, PTSFd (from above)	45.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	116.9
Effective width of outside lane, We	17.76
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.27
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 71 veh/h
Opposing direction volume, Vo 104 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.982		0.984	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	81	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	34.3	mi/h
Percent Free Flow Speed, PFFS	89.0	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.998		0.998	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	80	pc/h	117	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.5	%		
Adjustment for no-passing zones, fnp	53.4			
Percent time-spent-following, PTSFd	31.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	57	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.3	mi/h
Percent time-spent-following, PTSFd (from above)	31.2	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	79.8
Effective width of outside lane, We	19.74
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.11
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 140 veh/h
Opposing direction volume, Vo 50 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	157	pc/h	56	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	34.5	mi/h
Percent Free Flow Speed, PFFS	89.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	156 pc/h	56 pc/h
Base percent time-spent-following,(note-4) BPTSFd	17.4 %	
Adjustment for no-passing zones, fnp	48.5	
Percent time-spent-following, PTSFd	53.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	39	veh-mi
Peak-hour vehicle-miles of travel, VMT60	140	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.5	mi/h
Percent time-spent-following, PTSFd (from above)	53.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	155.6
Effective width of outside lane, We	18.20
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.52
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

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E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.90	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 140 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	56	pc/h	156	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	3.3	mi/h
Average travel speed, ATSd	32.6	mi/h
Percent Free Flow Speed, PFFS	86.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	56 pc/h	156 pc/h
Base percent time-spent-following,(note-4) BPTSFd	6.8 %	
Adjustment for no-passing zones, fnp	48.5	
Percent time-spent-following, PTSFd	19.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	50	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.6	mi/h
Percent time-spent-following, PTSFd (from above)	19.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	55.6
Effective width of outside lane, We	24.50
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.47
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 102 veh/h
Opposing direction volume, Vo 145 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.965		0.973	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	116	pc/h	164	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATSd	32.7	mi/h
Percent Free Flow Speed, PFFS	85.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	113 pc/h	160 pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.0 %	
Adjustment for no-passing zones, fnp	54.9	
Percent time-spent-following, PTSFd	35.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	41	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.7	mi/h
Percent time-spent-following, PTSFd (from above)	35.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	112.1
Effective width of outside lane, We	20.86
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.53
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	2.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 145 veh/h
Opposing direction volume, Vo 102 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.929	0.910
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	172 pc/h	123 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.8	mi/h
Average travel speed, ATSd	34.5	mi/h
Percent Free Flow Speed, PFFS	87.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	161	pc/h	113	pc/h
Base percent time-spent-following,(note-4) BPTSFd	17.8	%		
Adjustment for no-passing zones, fnp	54.9			
Percent time-spent-following, PTSFd	50.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	58	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.5	mi/h
Percent time-spent-following, PTSFd (from above)	50.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	159.3
Effective width of outside lane, We	17.85
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.57
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 57 veh/h
Opposing direction volume, Vo 18 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	20	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.5	mi/h
Percent Free Flow Speed, PFFS	92.3	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	20	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.8	%		
Adjustment for no-passing zones, fnp	48.3			
Percent time-spent-following, PTSFd	44.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	6	veh-mi
Peak-hour vehicle-miles of travel, VMT60	23	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.5	mi/h
Percent time-spent-following, PTSFd (from above)	44.7	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	64.8
Effective width of outside lane, We	20.58
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.43
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 18 veh/h
Opposing direction volume, Vo 57 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	20	pc/h	65	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.7	mi/h
Percent Free Flow Speed, PFFS	92.5	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	20	pc/h	65	pc/h
Base percent time-spent-following,(note-4) BPTSFd	2.5	%		
Adjustment for no-passing zones, fnp	48.3			
Percent time-spent-following, PTSFd	13.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	7	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.7	mi/h
Percent time-spent-following, PTSFd (from above)	13.9	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	20.5
Effective width of outside lane, We	22.92
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.32
Bicycle LOS	A

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 131 veh/h
Opposing direction volume, Vo 85 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.929		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	160	pc/h	106	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	32.7	mi/h
Percent Free Flow Speed, PFFS	87.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.989		0.989	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	151	pc/h	98	pc/h
Base percent time-spent-following,(note-4) BPTSFd	16.9	%		
Adjustment for no-passing zones, fnp	53.8			
Percent time-spent-following, PTSFd	49.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.7	mi/h
Percent time-spent-following, PTSFd (from above)	49.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	148.9
Effective width of outside lane, We	16.14
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.83
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	0.0	ft	% Trucks and buses	23	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	7	/mi

Analysis direction volume, Vd 85 veh/h
Opposing direction volume, Vo 131 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.829	0.861
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	117 pc/h	173 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.8	mi/h
Free-flow speed, FFSd	39.0	mi/h
Adjustment for no-passing zones, fnp	3.6	mi/h
Average travel speed, ATSd	33.2	mi/h
Percent Free Flow Speed, PFFS	85.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.978		0.978	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	99	pc/h	152	pc/h
Base percent time-spent-following,(note-4) BPTSFd	11.5	%		
Adjustment for no-passing zones, fnp	53.9			
Percent time-spent-following, PTSFd	32.8	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	9	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.2	mi/h
Percent time-spent-following, PTSFd (from above)	32.8	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	96.6
Effective width of outside lane, We	18.90
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	12.21
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd	571	veh/h
Opposing direction volume, Vo	715	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.999	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	621 pc/h	778 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	33.7	mi/h
Percent Free Flow Speed, PFFS	73.5	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	621 pc/h	777 pc/h
Base percent time-spent-following,(note-4) BPTSFd	61.6 %	
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	74.0 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.36	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	57	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.0	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	620.7
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.16
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 715 veh/h
Opposing direction volume, Vo 571 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.994	0.994
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	782 pc/h	624 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.7	mi/h
Average travel speed, ATSd	33.1	mi/h
Percent Free Flow Speed, PFFS	72.4	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	777 pc/h	621 pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.1 %	
Adjustment for no-passing zones, fnp	27.9	
Percent time-spent-following, PTSFd	81.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.46	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	72	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.1	mi/h
Percent time-spent-following, PTSFd (from above)	81.6	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	777.2
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	6.52
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	19	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.854	0.854
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	53 pc/h	74 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.2	mi/h
Percent Free Flow Speed, PFFS	90.2	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.981		0.981	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	46	pc/h	64	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.6	%		
Adjustment for no-passing zones, fnp	53.3			
Percent time-spent-following, PTSFd	27.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	2	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.2	mi/h
Percent time-spent-following, PTSFd (from above)	27.9	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	44.9
Effective width of outside lane, We	21.60
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	8.94
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	AM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.89	
Shoulder width	0.0	ft	% Trucks and buses	11	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 69 veh/h
Opposing direction volume, Vo 40 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.910		0.910	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	85	pc/h	49	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	40.8	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.4	mi/h
Percent Free Flow Speed, PFFS	91.6	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.989	0.989
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	78 pc/h	45 pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.3 %	
Adjustment for no-passing zones, fnp	52.0	
Percent time-spent-following, PTSFd	42.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	14	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.4	mi/h
Percent time-spent-following, PTSFd (from above)	42.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.5
Effective width of outside lane, We	19.86
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.83
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

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Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2494	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	901
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	15.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	3325	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1237
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	22.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	4.2		

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1. SR 3, from Flint River Rd to SR 54.xuf

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Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	6.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.5		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1856	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	677
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2170
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2170
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.5		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	16.7
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	55.8		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2481	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	897
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2116
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	16.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	4.2		

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Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1699	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	640
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.2
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2463	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	928
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	15.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.8		

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Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.4
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.2		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1630	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	607
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.9		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	0.0
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	60.0		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2392	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	883
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.8
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.1		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1642	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	593
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2180
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2180
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.0		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	2.5
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	59.4		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2361	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	861
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2188
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.6		

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Project Description	Waldon DRI	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	11.9
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	57.0		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	1612	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	601
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2140
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2140
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	3.0		

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Direction 2 Geometric Data

Direction 2	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	7.1
Lane Width, ft	12	Left-Side Lateral Clearance (LC_R), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	58.2		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	2229	Heavy Vehicle Adjustment Factor (f_{HV})	0.935
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	854
Total Trucks, %	7.00	Capacity (c), pc/h/ln	2164
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2164
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.8		

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Phone: Fax:
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Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 806 veh/h
Opposing direction volume, Vo 463 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.998		0.996	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	850	pc/h	489	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.3	mi/h
Average travel speed, ATSd	25.9	mi/h
Percent Free Flow Speed, PFFS	67.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	848 pc/h	487 pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.9 %	
Adjustment for no-passing zones, fnp	27.0	
Percent time-spent-following, PTSFd	86.1 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.50	
Peak 15-min vehicle-miles of travel, VMT15	318	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1209	veh-mi
Peak 15-min total travel time, TT15	12.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	25.9	mi/h
Percent time-spent-following, PTSFd (from above)	86.1	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	848.4
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.53
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Mundys Mill Rd
From/To	Brown Rd to SR 54 WB
Jurisdiction	GDOT
Analysis Year	
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	2	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 463 veh/h
Opposing direction volume, Vo 806 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.996		0.998	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	489	pc/h	850	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	27.0	mi/h
Percent Free Flow Speed, PFFS	70.0	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	487 pc/h	848 pc/h
Base percent time-spent-following,(note-4) BPTSFd	54.7 %	
Adjustment for no-passing zones, fnp	27.0	
Percent time-spent-following, PTSFd	64.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.29	
Peak 15-min vehicle-miles of travel, VMT15	183	veh-mi
Peak-hour vehicle-miles of travel, VMT60	695	veh-mi
Peak 15-min total travel time, TT15	6.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.0	mi/h
Percent time-spent-following, PTSFd (from above)	64.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	487.4
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.25
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd NB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 148 veh/h
Opposing direction volume, Vo 201 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.993		0.995	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	157	pc/h	213	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	3.9	mi/h
Average travel speed, ATSd	29.5	mi/h
Percent Free Flow Speed, PFFS	81.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	156 pc/h	212 pc/h
Base percent time-spent-following,(note-4) BPTSFd	17.1 %	
Adjustment for no-passing zones, fnp	57.7	
Percent time-spent-following, PTSFd	41.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	59	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	29.5	mi/h
Percent time-spent-following, PTSFd (from above)	41.6	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	155.8
Effective width of outside lane, We	15.12
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.04
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Mundys Mill Rd to Poston Rd SB
Jurisdiction	GDOT
Analysis Year	Builld
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	18	/mi

Analysis direction volume, Vd 201 veh/h
Opposing direction volume, Vo 148 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	212 pc/h	156 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	4.5	mi/h
Free-flow speed, FFSd	36.3	mi/h
Adjustment for no-passing zones, fnp	3.3	mi/h
Average travel speed, ATSd	30.1	mi/h
Percent Free Flow Speed, PFFS	83.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	212 pc/h	156 pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.7 %	
Adjustment for no-passing zones, fnp	57.7	
Percent time-spent-following, PTSFd	55.9 %	

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	21	veh-mi
Peak-hour vehicle-miles of travel, VMT60	80	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.1	mi/h
Percent time-spent-following, PTSFd (from above)	55.9	
Level of service, LOSd (from above)	C	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	211.6
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.42
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 NB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 108 veh/h
Opposing direction volume, Vo 185 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.5
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	113 pc/h	193 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	3.9	mi/h
Average travel speed, ATSd	31.3	mi/h
Percent Free Flow Speed, PFFS	83.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	113 pc/h	193 pc/h
Base percent time-spent-following,(note-4) BPTSFd	13.0 %	
Adjustment for no-passing zones, fnp	53.1	
Percent time-spent-following, PTSFd	32.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	23	veh-mi
Peak-hour vehicle-miles of travel, VMT60	86	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.3	mi/h
Percent time-spent-following, PTSFd (from above)	32.6	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	112.5
Effective width of outside lane, We	17.52
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.29
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Brown Rd
From/To	Poston Rd to SR 54 SB
Jurisdiction	GDOT
Analysis Year	
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.96	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 185 veh/h
Opposing direction volume, Vo 108 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.995	0.992
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	194 pc/h	113 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.3	mi/h
Free-flow speed, FFSd	37.5	mi/h
Adjustment for no-passing zones, fnp	2.6	mi/h
Average travel speed, ATSd	32.6	mi/h
Percent Free Flow Speed, PFFS	86.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.999	0.999
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	193 pc/h	113 pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.9 %	
Adjustment for no-passing zones, fnp	53.1	
Percent time-spent-following, PTSFd	54.4 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	39	veh-mi
Peak-hour vehicle-miles of travel, VMT60	148	veh-mi
Peak 15-min total travel time, TT15	1.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.6	mi/h
Percent time-spent-following, PTSFd (from above)	54.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.7
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.57
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd N/EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 74 veh/h
Opposing direction volume, Vo 158 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.5	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	90	pc/h	193	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	3.9	mi/h
Average travel speed, ATSd	32.5	mi/h
Percent Free Flow Speed, PFFS	84.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	90 pc/h	193 pc/h
Base percent time-spent-following,(note-4) BPTSFd	10.6 %	
Adjustment for no-passing zones, fnp	50.0	
Percent time-spent-following, PTSFd	26.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	23	veh-mi
Peak-hour vehicle-miles of travel, VMT60	74	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	32.5	mi/h
Percent time-spent-following, PTSFd (from above)	26.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	90.2
Effective width of outside lane, We	22.82
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.11
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Brown Rd to Old Poston Rd S/WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.82	
Shoulder width	2.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	9	/mi

Analysis direction volume, Vd 158 veh/h
Opposing direction volume, Vo 74 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.5		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	193	pc/h	90	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.3	mi/h
Free-flow speed, FFSd	38.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	34.0	mi/h
Percent Free Flow Speed, PFFS	88.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	193	pc/h	90	pc/h
Base percent time-spent-following,(note-4) BPTSFd	20.9	%		
Adjustment for no-passing zones, fnp	50.0			
Percent time-spent-following, PTSFd	55.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	48	veh-mi
Peak-hour vehicle-miles of travel, VMT60	158	veh-mi
Peak 15-min total travel time, TT15	1.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	34.0	mi/h
Percent time-spent-following, PTSFd (from above)	55.0	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.7
Effective width of outside lane, We	16.94
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.66
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	2021
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 127 veh/h
Opposing direction volume, Vo 100 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.992		0.991	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	138	pc/h	109	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	2.5	mi/h
Average travel speed, ATSd	33.8	mi/h
Percent Free Flow Speed, PFFS	88.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.999		0.999	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	137	pc/h	108	pc/h
Base percent time-spent-following,(note-4) BPTSFd	15.5	%		
Adjustment for no-passing zones, fnp	54.7			
Percent time-spent-following, PTSFd	46.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	14	veh-mi
Peak-hour vehicle-miles of travel, VMT60	51	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.8	mi/h
Percent time-spent-following, PTSFd (from above)	46.1	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	136.6
Effective width of outside lane, We	19.11
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	3.29
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Poston Rd
From/To	Old Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	2.0	ft	% Trucks and buses	8	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	10	/mi

Analysis direction volume, Vd 100 veh/h
Opposing direction volume, Vo 127 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.933	0.940
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	115 pc/h	145 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	2.5	mi/h
Free-flow speed, FFSd	38.3	mi/h
Adjustment for no-passing zones, fnp	3.1	mi/h
Average travel speed, ATSd	33.2	mi/h
Percent Free Flow Speed, PFFS	86.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.992		0.992	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	108	pc/h	138	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.5	%		
Adjustment for no-passing zones, fnp	54.7			
Percent time-spent-following, PTSFd	36.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	40	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	33.2	mi/h
Percent time-spent-following, PTSFd (from above)	36.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	107.5
Effective width of outside lane, We	21.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.67
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 32 veh/h
Opposing direction volume, Vo 58 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	34	pc/h	61	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.4	mi/h
Percent Free Flow Speed, PFFS	92.1	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	34 pc/h	61 pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.2 %	
Adjustment for no-passing zones, fnp	51.5	
Percent time-spent-following, PTSFd	22.6 %	

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	13	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.4	mi/h
Percent time-spent-following, PTSFd (from above)	22.6	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.7
Effective width of outside lane, We	22.08
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	1.78
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	Poston Rd to SR 3 WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.4	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	5	/mi

Analysis direction volume, Vd 58 veh/h
Opposing direction volume, Vo 32 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	61	pc/h	34	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	1.3	mi/h
Free-flow speed, FFSd	39.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	36.4	mi/h
Percent Free Flow Speed, PFFS	92.1	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	61	pc/h	34	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.4	%		
Adjustment for no-passing zones, fnp	51.5			
Percent time-spent-following, PTSFd	40.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	6	veh-mi
Peak-hour vehicle-miles of travel, VMT60	23	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.4	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	36.4	mi/h
Percent time-spent-following, PTSFd (from above)	40.5	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	61.1
Effective width of outside lane, We	20.52
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.41
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St EB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	7	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 149 veh/h
Opposing direction volume, Vo 145 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.953		0.953	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	165	pc/h	160	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATSd	31.4	mi/h
Percent Free Flow Speed, PFFS	84.2	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.993	0.993
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	158 pc/h	154 pc/h
Base percent time-spent-following,(note-4) BPTSFd	17.5 %	
Adjustment for no-passing zones, fnp	59.7	
Percent time-spent-following, PTSFd	47.7 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	15	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.4	mi/h
Percent time-spent-following, PTSFd (from above)	47.7	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	156.8
Effective width of outside lane, We	15.06
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.61
Bicycle LOS	F

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Old Poston Rd
From/To	SR 3 to S Main St WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	4	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	14	/mi

Analysis direction volume, Vd 145 veh/h
Opposing direction volume, Vo 149 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.973	0.973
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	157 pc/h	161 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	3.5	mi/h
Free-flow speed, FFSd	37.3	mi/h
Adjustment for no-passing zones, fnp	3.4	mi/h
Average travel speed, ATSd	31.5	mi/h
Percent Free Flow Speed, PFFS	84.3	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.996	0.996
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	153 pc/h	157 pc/h
Base percent time-spent-following,(note-4) BPTSFd	17.1 %	
Adjustment for no-passing zones, fnp	59.5	
Percent time-spent-following, PTSFd	46.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	4	veh-mi
Peak-hour vehicle-miles of travel, VMT60	15	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.5	mi/h
Percent time-spent-following, PTSFd (from above)	46.5	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	152.6
Effective width of outside lane, We	15.30
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.69
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge NB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 752 veh/h
Opposing direction volume, Vo 783 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.999	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	827 pc/h	860 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	31.5	mi/h
Percent Free Flow Speed, PFFS	68.8	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	826 pc/h	860 pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.8 %	
Adjustment for no-passing zones, fnp	23.8	
Percent time-spent-following, PTSFd	82.5 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.49	
Peak 15-min vehicle-miles of travel, VMT15	21	veh-mi
Peak-hour vehicle-miles of travel, VMT60	75	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.5	mi/h
Percent time-spent-following, PTSFd (from above)	82.5	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	826.4
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.31
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	S Main St
From/To	Noahs Ark to Betty Talmadge SB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.91	
Shoulder width	0.0	ft	% Trucks and buses	1	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 788 veh/h
Opposing direction volume, Vo 752 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	0.999
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	866 pc/h	827 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	50.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	0.0	mi/h
Free-flow speed, FFSd	45.8	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	31.5	mi/h
Percent Free Flow Speed, PFFS	68.7	%

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.0	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	1.000	1.000
Grade adjustment factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	866 pc/h	826 pc/h
Base percent time-spent-following,(note-4) BPTSFd	72.2 %	
Adjustment for no-passing zones, fnp	23.7	
Percent time-spent-following, PTSFd	84.3 %	

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.51	
Peak 15-min vehicle-miles of travel, VMT15	22	veh-mi
Peak-hour vehicle-miles of travel, VMT60	79	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.5	mi/h
Percent time-spent-following, PTSFd (from above)	84.3	
Level of service, LOSd (from above)	D	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	865.9
Effective width of outside lane, We	12.00
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	5.33
Bicycle LOS	E

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 EB
Jurisdiction	GDOT
Analysis Year	
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd	85	veh/h
Opposing direction volume, Vo	59	veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	96 pc/h	67 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	30.9	mi/h
Percent Free Flow Speed, PFFS	89.4	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	92	pc/h	64	pc/h
Base percent time-spent-following,(note-4) BPTSFd	10.8	%		
Adjustment for no-passing zones, fnp	53.4			
Percent time-spent-following, PTSFd	42.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	5	veh-mi
Peak-hour vehicle-miles of travel, VMT60	17	veh-mi
Peak 15-min total travel time, TT15	0.2	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	30.9	mi/h
Percent time-spent-following, PTSFd (from above)	42.3	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	91.4
Effective width of outside lane, We	18.90
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.37
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	AJ
Agency/Co.	Lumin8
Date Performed	4/28/2021
Analysis Time Period	PM Peak
Highway	Betty Talmadge Ave
From/To	S Main St to SR 3 WB
Jurisdiction	GDOT
Analysis Year	Build
Description	Waldon DRI

Input Data

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.2	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	25	/mi

Analysis direction volume, Vd 59 veh/h
Opposing direction volume, Vo 85 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	1.000		1.000	
Grade adj. factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	63	pc/h	91	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2*	mi/h
Adj. for access point density,(note-3) fA	6.3	mi/h
Free-flow speed, FFSd	34.5	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	31.0	mi/h
Percent Free Flow Speed, PFFS	89.6	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor,(note-1) fg	1.00		1.00	
Directional flow rate,(note-2) vi	63	pc/h	91	pc/h
Base percent time-spent-following,(note-4) BPTSFd	7.6	%		
Adjustment for no-passing zones, fnp	53.4			
Percent time-spent-following, PTSFd	29.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	3	veh-mi
Peak-hour vehicle-miles of travel, VMT60	12	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	0.2	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	31.0	mi/h
Percent time-spent-following, PTSFd (from above)	29.4	
Level of service, LOSd (from above)	B	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	63.4
Effective width of outside lane, We	20.46
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	2.44
Bicycle LOS	B

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

APPENDIX L

ICE SPREADSHEETS

TARA BLVD (SR 3) & FLINT RIVER RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

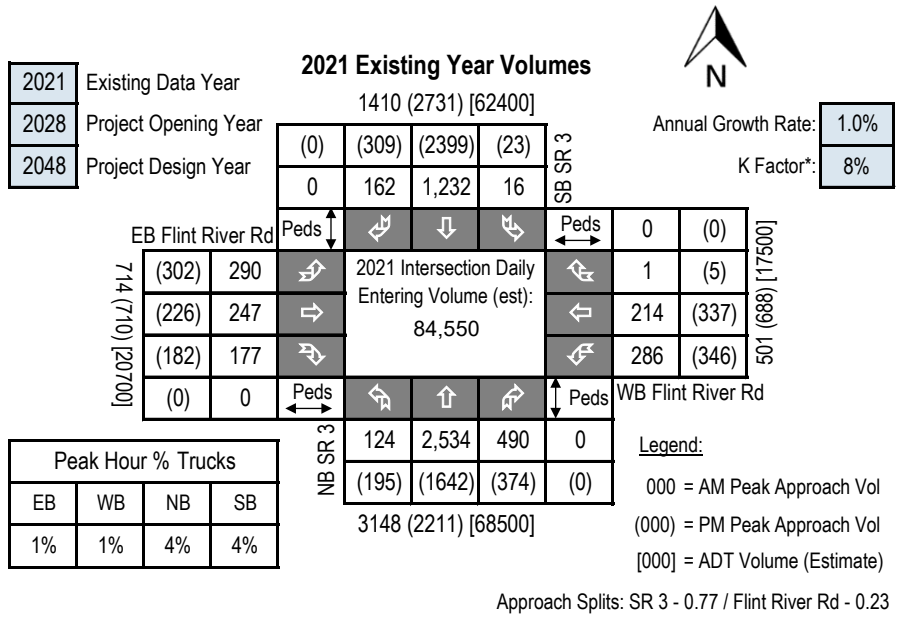
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Flint River Rd	Speed Limit:	40 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
1%	1%	4%	4%

Legend:

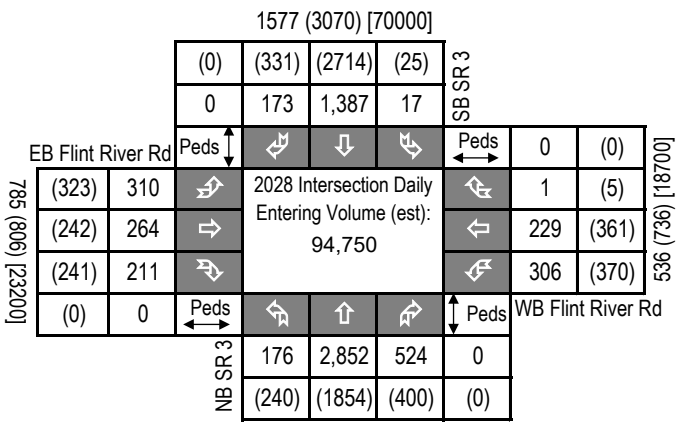
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

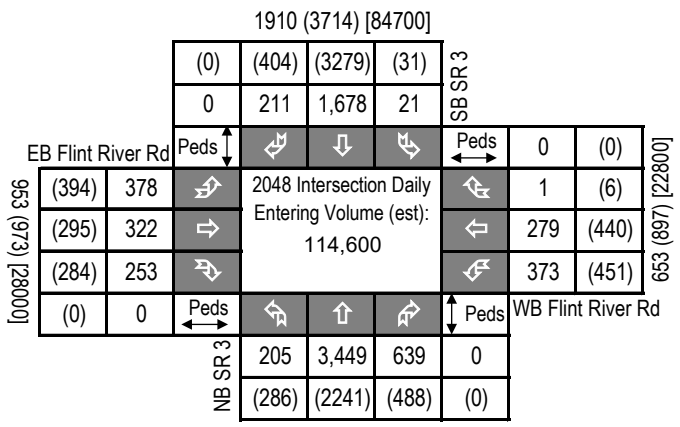
[000] = ADT Volume (Estimate)

Approach Splits: SR 3 - 0.77 / Flint River Rd - 0.23

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 3 @ Flint River Rd
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	65,450	
Existing Avg Daily Traffic (Minor Street):	20,700	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	291.9 sec	285.3 sec
2028 Opening Yr Peak Hour Intersection V/C:	1.41	1.40
2048 Design Yr Peak Hour Intersection Delay:	423.2 sec	419.6 sec
2048 Design Yr Peak Hour Intersection V/C:	1.72	1.72

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	**Crash Data:** Enter most recent 5 years of crash data	*Crash Severity*			
		PDO	Injury Crash*	Fatal Crash*	
	Angle	52	9	0	<-
	Head-On	5	0	0	
	Rear End	195	54	0	
	Sideswipe - same	53	4	0	
	Sideswipe - opposite	4	1	0	
	Not Collision w/Motor Veh	14	3	0	
	TOTALS:	**323**	**71**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & FAYETTEVILLE RD (SR 54)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

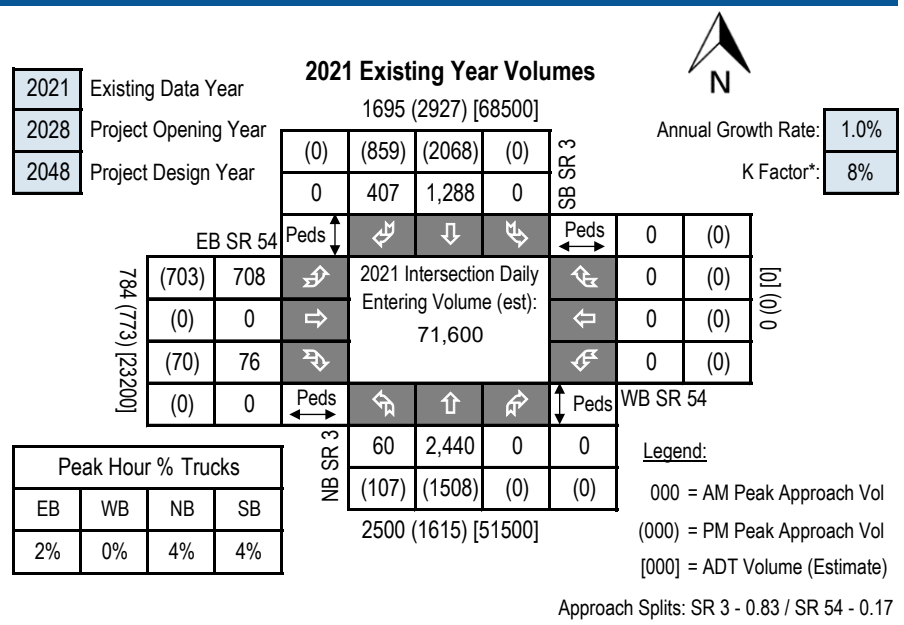
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	SR 54	Speed Limit:	45 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
2%	0%	4%	4%

Legend:

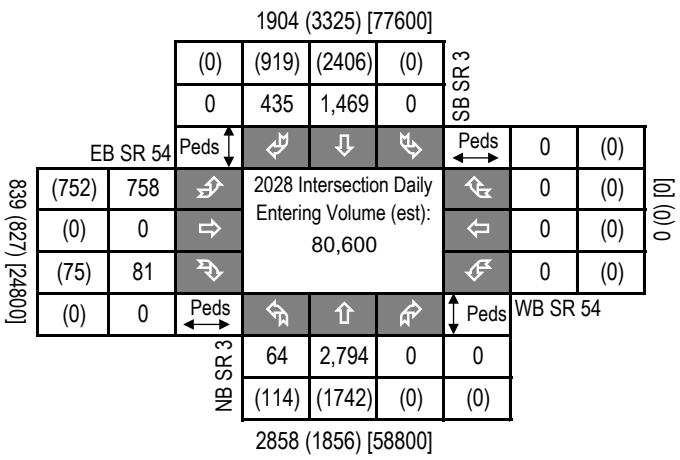
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

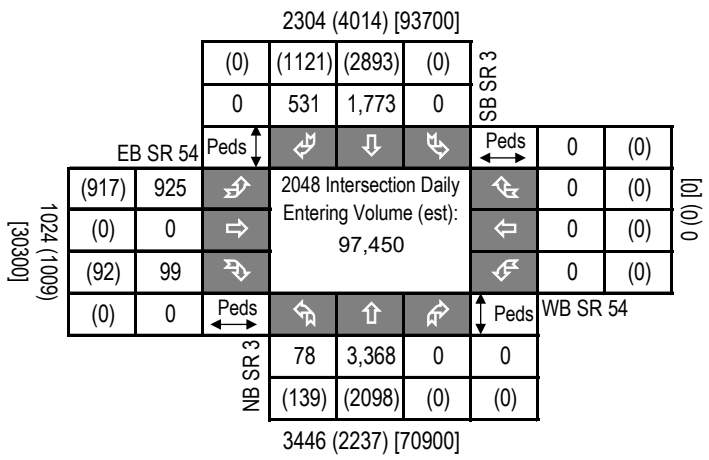
[000] = ADT Volume (Estimate)

Approach Splits: SR 3 - 0.83 / SR 54 - 0.17

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

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ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 3 @ SR 54
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	60,000	
Existing Avg Daily Traffic (Minor Street):	23,200	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	73.3 sec	125.5 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.82	1.05
2048 Design Yr Peak Hour Intersection Delay:	71.5 sec	194.0 sec
2048 Design Yr Peak Hour Intersection V/C:	1.02	1.24

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity		
		PDO	Injury Crash*	Fatal Crash*
	Angle	11	3	0 <-
	Head-On	0	0	0
	Rear End	77	13	0
	Sideswipe - same	27	1	0
	Sideswipe - opposite	4	2	0
	Not Collision w/Motor Veh	4	1	1
	TOTALS:	**123**	**20**	**1**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & POST WAY

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

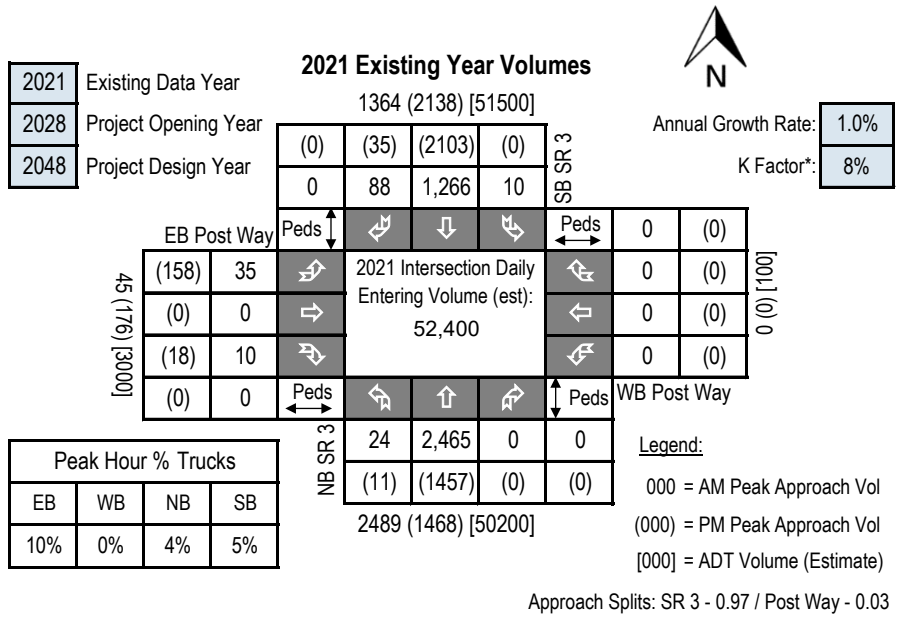
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Post Way	Speed Limit:	< 35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
10%	0%	4%	5%

Legend:

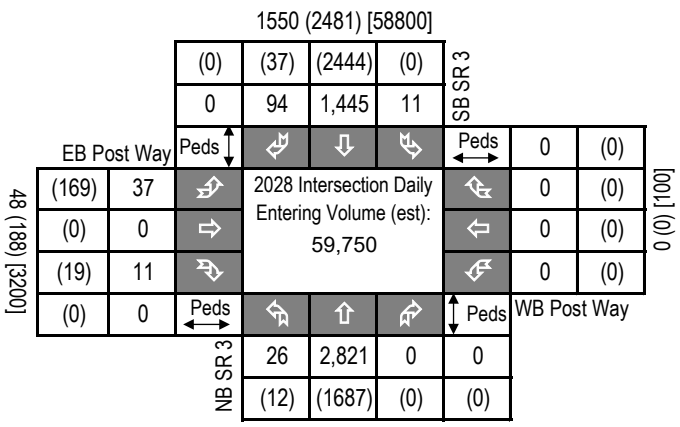
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

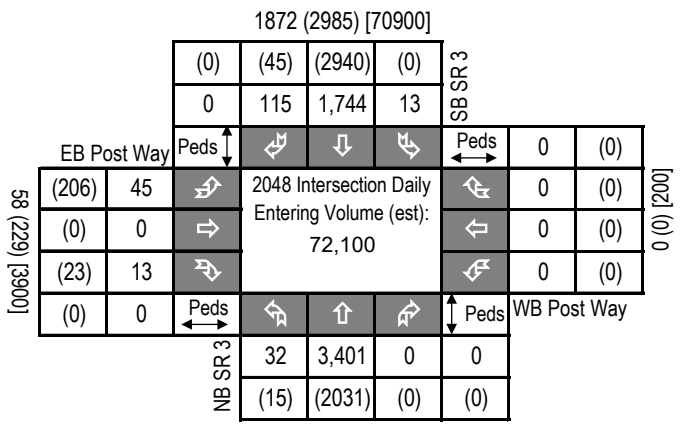
[000] = ADT Volume (Estimate)

Approach Splits: SR 3 - 0.97 / Post Way - 0.03

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

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Project Information:

Location: SR 3 @ Post Way
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	50,850	
Existing Avg Daily Traffic (Minor Street):	3,000	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	87.5 sec	84.9 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.72	0.82
2048 Design Yr Peak Hour Intersection Delay:	88.3 sec	83.8 sec
2048 Design Yr Peak Hour Intersection V/C:	0.87	0.84

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Crash Data (Required):[1]

Crash Type — **Crash Data:** Enter most recent 5 years of crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*	
Angle	5	4	0	<-
Head-On	1	0	0	
Rear End	42	4	0	
Sideswipe - same	7	0	0	
Sideswipe - opposite	0	0	0	
Not Collision w/Motor Veh	3	2	0	
TOTALS:	**58**	**10**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & POSTON RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

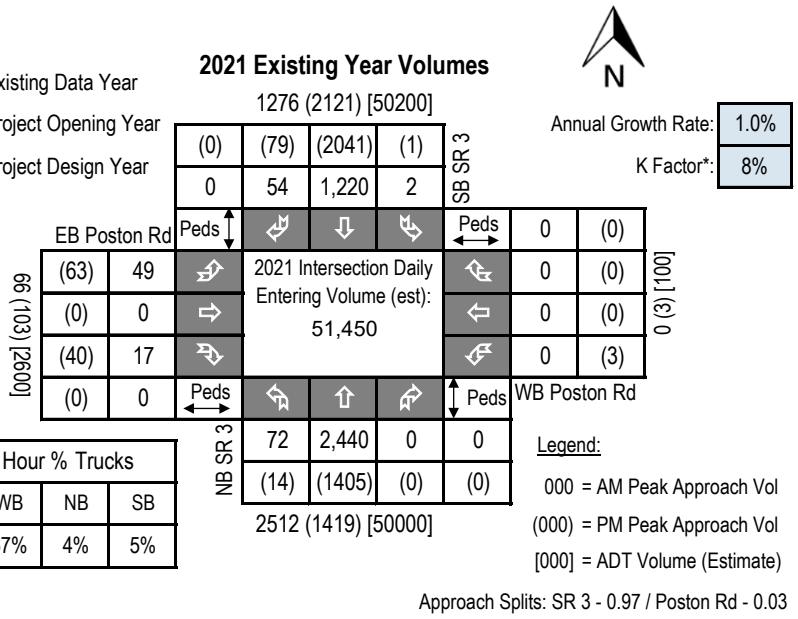
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Poston Rd	Speed Limit:	35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



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EB	WB	NB	SB
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Legend:

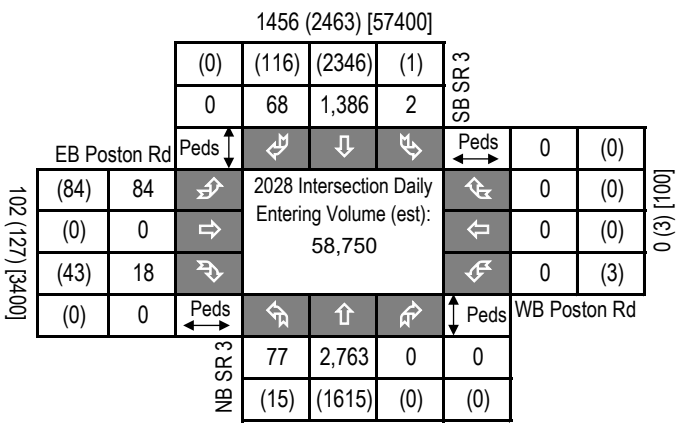
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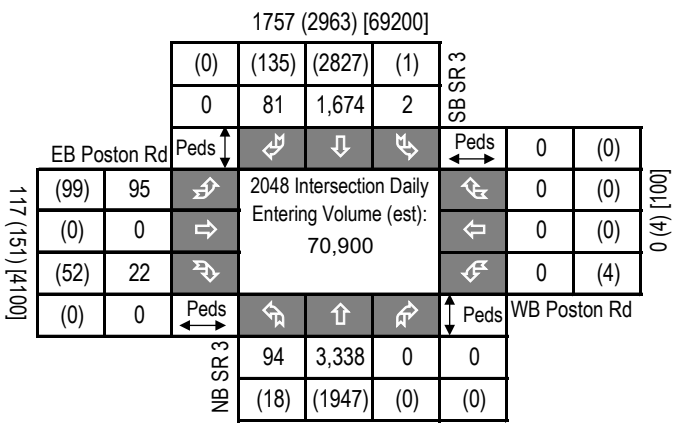
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ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

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Project Information:

Location: SR 3 @ Poston Rd
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	50,100	
Existing Avg Daily Traffic (Minor Street):	2,600	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	87.2 sec	87.3 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.74	0.63
2048 Design Yr Peak Hour Intersection Delay:	86.5 sec	86.4 sec
2048 Design Yr Peak Hour Intersection V/C:	0.91	0.77

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Crash Data (Required):[1]

Crash Type	**Crash Data:** Enter most recent 5 years of crash data	*Crash Severity*			
		PDO	Injury Crash*	Fatal Crash*	
	Angle	6	2	0	<-
	Head-On	1	1	0	
	Rear End	75	9	1	
	Sideswipe - same	16	1	0	
	Sideswipe - opposite	2	0	0	
	Not Collision w/Motor Veh	5	0	0	
	TOTALS:	**105**	**13**	**1**	

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REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & OLD POSTON RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

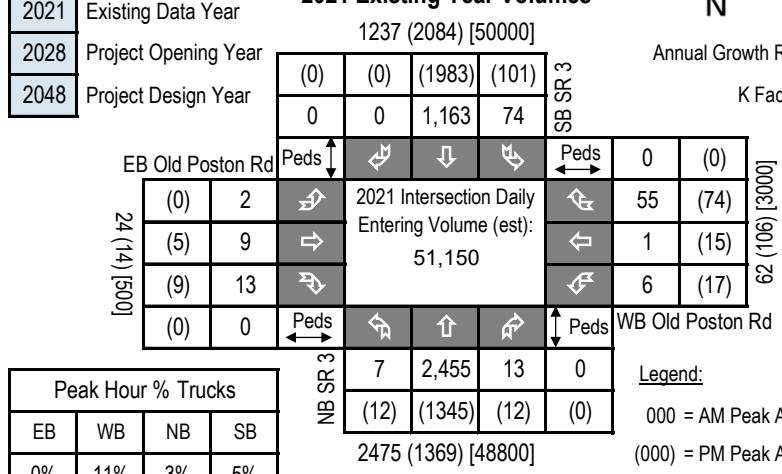
ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Old Poston Rd	Speed Limit:	35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Conventional (Minor Stop)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021 Existing Year Volumes

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%
K Factor*: 8%

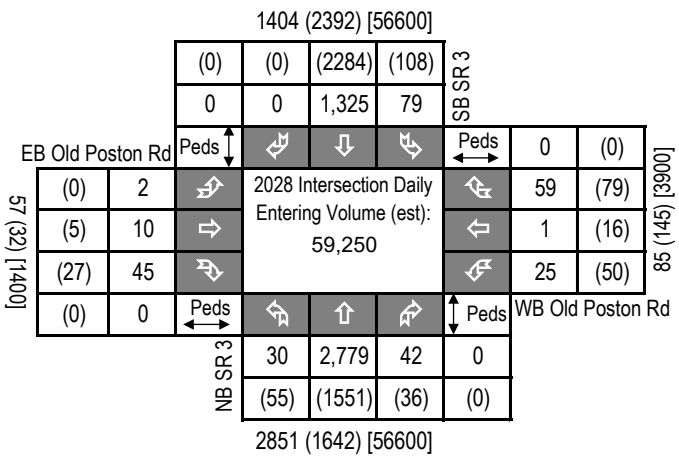


Peak Hour % Trucks			
EB	WB	NB	SB
0%	11%	3%	5%

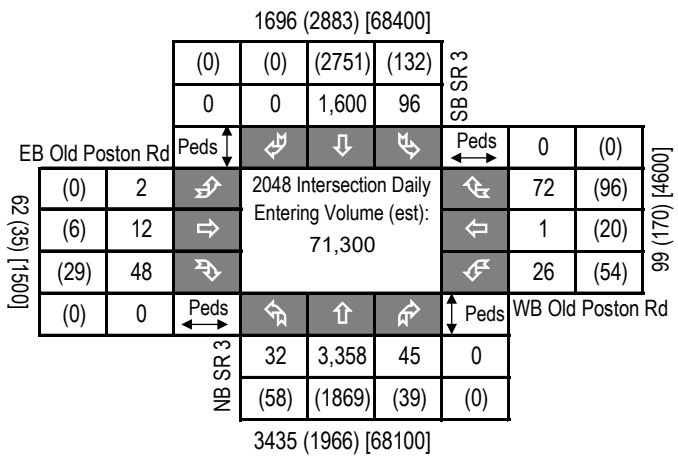
Legend:
000 = AM Peak Approach Vol
(000) = PM Peak Approach Vol
[000] = ADT Volume (Estimate)

Approach Splits: SR 3 - 0.96 / Old Poston Rd - 0.04

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

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Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

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Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI #	N/A
Project Location:	SR 3 @ Old Poston Rd
Existing Control:	Conventional (Minor Stop)
Prepared by:	Lumin8
Date:	5/18/2021

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	**Yes**	**Yes**	No	Existing conditions
	Conventional (All-Way Stop)	No	**Yes**	No	No	No	No	No	Mainline volume too high
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Multilane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Will be a 6-ln section, doesn't meet 90/10
	RCUT (stop control)	**Yes**	**Yes**	No	No	**Yes**	**Yes**	No	Will not solve NB and SB left problems
	RIRO w/down stream U-Turn	**Yes**	**Yes**	No	No	**Yes**	No	No	Median is already open with left turn lanes, heavy southbound left movement
	High-T (unsignalized)	No	No	No	No	No	No	No	Existing 4-leg intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Existing 4-leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Context not to scale
	RCUT (signalized)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not enough ROW
	Continuous Green-T	No	No	No	No	No	No	No	Existing 4-leg intersection
	Jughandle	No	No	No	No	No	No	No	Not enough ROW
	Quadrant Roadway	No	No	No	No	No	No	No	Not enough ROW
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A): N/A
County: Clayton
Project Location: SR 3 @ Old Poston Rd
Existing Intersection Control: Conventional (Minor Stop)

GDOT District: 7 - Metro Atlanta
Area Type: Urban

Date: 5/18/2021
Agency/Firm: Lumin8
Analyst: CR
Type of Analysis: Conventional Non-Safety Funded Project

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	500.0 sec	500.0 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	2.90	2.43
2048 Design Yr No-Build Peak Hr Intersection Delay	500.0 sec	146.8 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	5.00	1.02

Complete Streets Warrants Met?
- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity*			
Crash Type	PDO	Injury Crash*	Fatal Crash*	
Angle	12	7	0	36%
Head-On	0	1	0	2%
Rear End	15	3	0	34%
Sideswipe - same	7	0	0	13%
Sideswipe - opposite	1	0	0	2%
Not Collision w/Motor Veh	7	0	0	13%
TOTALS:	42	11	0	53

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Traffic Signal	RCUT (signalized)	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Add LT bays (2) on Minor ST*	*Additional description here*			
Construction Cost	$467,000	$912,000			
ROW Cost	$0	$0			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$9,000	$33,000			
Design & Contingency Cost	$163,000	$236,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$639,000	$1,181,000			
Traffic Operations:					
Traffic Analysis Software Used	Synchro 10	Synchro 10			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	156.7 sec / 81.8 sec	48.6 sec / 41.4 sec			
2048 Design Yr Build Intersection V/C	1.05 / 0.83	0.89 / 0.69			
Safety Analysis:					
Predefined CRF: PDO	39%	48%			
Predefined CRF: Fatal/Inj	40%	53%			
Predefined CRF Source:	FHWA Clearinghouse #s 7982 / 7984	FHWA Clearinghouse #s 325/HRT-17-083 / 7984/HRT-17-083			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
Stakeholder Posture:	*[1] Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	4.2	5.3			
Rank of Control Type Alternatives:	2	1			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.15 | Revised 07/01/2019

Project Information

Location:	SR 3 @ Old Poston Rd	County:	Clayton	Date:	5/18/2021
GDOT PI # (or N/A):	N/A	Area Type:	Urban	Agency/Firm:	Lumin8
Existing Intersection Control:	Conventional (Minor Stop)	GDOT District:	7 - Metro Atlanta	Analyst:	CR
Type of Analysis:	Conventional Non-Safety Funded Project			Major Street Direction:	North/South

Table 1: Existing Conditions

	NB SR 3			SB SR 3			EB Old Poston Rd			WB Old Poston Rd		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Widths*	12'	12'	0'	12'	12'	0'	0'	9'	0'	0'	11'	0'
Bay Length**	210'		0'	275'		0'	0'		0'	0'		0'
Median Width		38'			38'			0'			0'	
Right-of-Way	185'						60'					

Table 2: Proposed Conditions

	Traffic Signal	RCUT (signalized)	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Minimal	Moderate	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal	4	4	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Level
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Strain Pole
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	15%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$135,188
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Traffic Signal		RCUT (signalized)		N/A		N/A		N/A	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	8,000	$75,758	17,419	$164,955			#N/A	#N/A		
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0			#N/A	#N/A		
Urban C&G/Drainage - both sides	441-6720	$19.08/LF	2100	$40,068	3,840	$73,267			#N/A	#N/A		
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0			#N/A	#N/A		
Concrete Island (sqyd)	n/a	$51.58/syd	0	$0	500	$25,790			#N/A	#N/A		
Median Landscaping	$100K/LM	$1.89/LF	0	$0	5,760	$10,909			#N/A	#N/A		
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0			#N/A	#N/A		
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1050	$35,795	1,920	$65,455			#N/A	#N/A		
Roundabout Truck Apron (sqft)	n/a	$10.25/sqft	0	$0	0	$0			#N/A	#N/A		
Signing & Marking	$0	$22.73/LF	1,050	$23,867	1,920	$43,642			#N/A	#N/A		
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0			#N/A	#N/A		
New Traffic Signal (Strain Poles)	674-1000	$73,030ea	4	$292,120	4	$292,120			#N/A	#N/A		
Lighting (per pole)	n/a	$5,607 ea	0	$0	0	$0			#N/A	#N/A		
Signalized Ped Crossings (ea)	n/a	$19,637 ea	0	$0	0	$0			#N/A	#N/A		
6' Sidewalk (LF)	n/a	$49.23/LF	0	$0	0	$0			#N/A	#N/A		
New/replace cross drains (LF)	n/a	$41.31/LF	0	$0	0	$0			#N/A	#N/A		
Typical Guardrail (LF)	n/a	$65.56/LF	0	$0	0	$0			#N/A	#N/A		
Retaining Wall (LF)	n/a	$808.52/LF	0	$0	0	$0			#N/A	#N/A		
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0			#N/A	#N/A		
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0			#N/A	#N/A		
Grading Complete - 15%	n/a	n/a		$0		$101,421				#N/A		
Traffic Control - 20%	n/a	n/a		$0		$135,228				#N/A		
Reimbrusable Utility	n/a	n/a		$9,352		$33,807				#N/A		
Preliminary Engineering - 15%	n/a	n/a		$70,141		$101,421				#N/A		
Contigency - 20%	n/a	n/a		$93,522		$135,228				#N/A		
ROW Cost/Acre: Mixed (Average)	n/a	$135,188ac		$0		$0				#N/A		
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0				#N/A		
ROW Multiplier - 1.6	n/a	n/a		$0		$0				#N/A		
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0				#N/A		
Grand Total Costs				**$641,000**		**$1,183,000**				#N/A		

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Traffic Signal	--select one--	F.D. Asphalt	0.00	0.0	8,000	0.0	50	0.0	1,000	0.0
RCUT (signalized)	--select one--	F.D. Asphalt	0.00	0.0	17,419	0.0	1,400	0.0	520	0.0
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

TARA BLVD (SR 3) & BETTY TALMADGE AVE

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

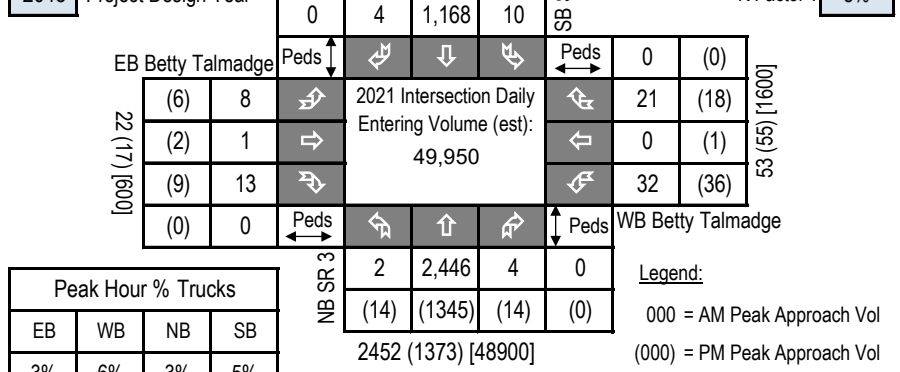
ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Betty Talmadge	Speed Limit:	< 35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Conventional (Minor Stop)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021 Existing Year Volumes

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%
K Factor*: 8%

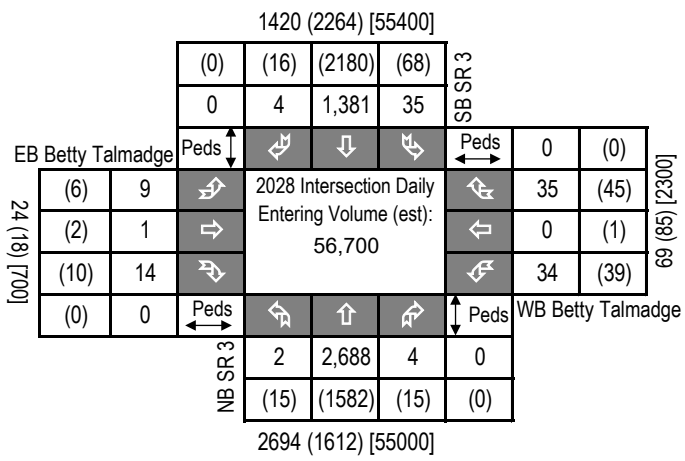


Peak Hour % Trucks			
EB	WB	NB	SB
3%	6%	3%	5%

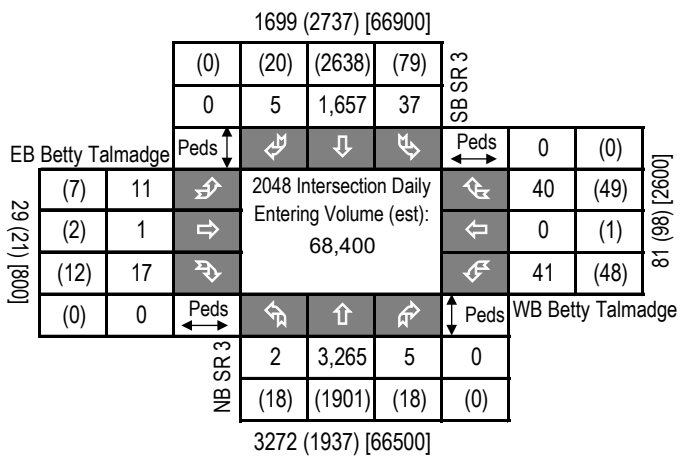
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Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI #	N/A
Project Location:	SR 3 @ Betty Talmadge
Existing Control:	Conventional (Minor Stop)
Prepared by:	Lumin8
Date:	5/18/2021

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	**Yes**	**Yes**	No	Existing conditions
	Conventional (All-Way Stop)	No	**Yes**	No	No	No	No	No	Mainline volume too high
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Multilane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Will be a 6-ln section
	RCUT (stop control)	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	
	RIRO w/down stream U-Turn	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	
	High-T (unsignalized)	No	No	No	No	No	No	No	Existing 4-leg intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Existing 4-leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Doesn't meet signal warrants
	RCUT (signalized)	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Continuous Green-T	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Jughandle	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Quadrant Roadway	No	No	No	No	No	No	No	Doesn't meet signal warrants
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A): N/A
County: Clayton
Project Location: SR 3 @ Betty Talmadge
Existing Intersection Control: Conventional (Minor Stop)

GDOT District: 7 - Metro Atlanta
Area Type: Urban

Date: 5/18/2021
Agency/Firm: Lumin8
Analyst: CR
Type of Analysis: Conventional Non-Safety Funded Project

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	500.0 sec	325.9 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	5.00	1.01
2048 Design Yr No-Build Peak Hr Intersection Delay	500.0 sec	500.0 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	1.46	2.98

Complete Streets Warrants Met?
- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Data: Enter most recent 5 years of crash data	Crash Severity			
	PDO	Injury Crash*	Fatal Crash*	
Crash Type: Angle	11	7	0	35%
Head-On	1	1	0	4%
Rear End	16	5	0	40%
Sideswipe - same	6	0	0	12%
Sideswipe - opposite	0	0	0	0%
Not Collision w/Motor Veh	5	0	0	10%
TOTALS:	39	13	0	52

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Additional description here*			
Construction Cost	$522,000	$413,000			
ROW Cost	$0	$0			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$7,000	$15,000			
Design & Contingency Cost	$135,000	$107,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$664,000	$535,000			
Traffic Operations:					
Traffic Analysis Software Used	Synchro 10	Synchro 10			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	500.0 sec / 371.1 sec	500.0 sec / 449.0 sec			
2048 Design Yr Build Intersection V/C	4.62 / 1.41	1.72 / 1.63			
Safety Analysis:					
Predefined CRF: PDO	31%	35%			
Predefined CRF: Fatal/Inj	53%	54%			
Predefined CRF Source:	NC/MO Table 4-7	FHWA Clearinghouse #s 5555 / 5556			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
Stakeholder Posture:	*[1] Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	-2.6	-0.5			
Rank of Control Type Alternatives:	2	1			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.15 | Revised 07/01/2019

Project Information

Location:	SR 3 @ Betty Talmadge	County:	Clayton	Date:	5/18/2021
GDOT PI # (or N/A):	N/A	Area Type:	Urban	Agency/Firm:	Lumin8
Existing Intersection Control:	Conventional (Minor Stop)	GDOT District:	7 - Metro Atlanta	Analyst:	CR
Type of Analysis:	Conventional Non-Safety Funded Project			Major Street Direction:	North/South

Table 1: Existing Conditions

	NB SR 3			SB SR 3			EB Betty Talmadge			WB Betty Talmadge		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Lane Widths*	12'	12'	12'	12'	12'	12'	0'	12'	12'	0'	9'	0'
Bay Length**	405'		415'	410'		155'	0'		75'	0'		0'
Median Width		38'			38'			0'			0'	
Right-of-Way	185'						70'					

Table 2: Proposed Conditions

	RCUT (stop control)	RIRO w/down stream U-Turn	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Minimal	Moderate	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal	0	0	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Level
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	15%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$135,188
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	RCUT (stop control) Quantity	RCUT (stop control) Cost	Turn Quantity	Turn Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost	N/A Quantity	N/A Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	17,419	$164,955	10,219	$96,773			#N/A	#N/A		
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0			#N/A	#N/A		
Urban C&G/Drainage - both sides	441-6720	$19.08/LF	3900	$74,412	3,900	$74,412			#N/A	#N/A		
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0			#N/A	#N/A		
Concrete Island (sqyd)	n/a	$51.58/syd	500	$25,790	250	$12,895			#N/A	#N/A		
Median Landscaping	$100K/LM	$1.89/LF	5850	$11,080	5,850	$11,080			#N/A	#N/A		
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0			#N/A	#N/A		
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1950	$66,477	1,950	$66,477			#N/A	#N/A		
Roundabout Truck Apron (sqft)	n/a	$10.25/sqft	0	$0	0	$0			#N/A	#N/A		
Signing & Marking	$0	$22.73/LF	1,950	$44,324	1,950	$44,324			#N/A	#N/A		
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0			#N/A	#N/A		
New Traffic Signal (Mast Arms)	674-1000	$182,575ea	0	$0	0	$0			#N/A	#N/A		
Lighting (per pole)	n/a	$5,607 ea	0	$0	0	$0			#N/A	#N/A		
Signalized Ped Crossings (ea)	n/a	$19,637 ea	0	$0	0	$0			#N/A	#N/A		
6' Sidewalk (LF)	n/a	$49.23/LF	0	$0	0	$0			#N/A	#N/A		
New/replace cross drains (LF)	n/a	$41.31/LF	0	$0	0	$0			#N/A	#N/A		
Typical Guardrail (LF)	n/a	$65.56/LF	0	$0	0	$0			#N/A	#N/A		
Retaining Wall (LF)	n/a	$808.52/LF	0	$0	0	$0			#N/A	#N/A		
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0			#N/A	#N/A		
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0			#N/A	#N/A		
Grading Complete - 15%	n/a	n/a		$58,056		$45,894				#N/A		
Traffic Control - 20%	n/a	n/a		$77,408		$61,192				#N/A		
Reimbrusable Utility	n/a	n/a		$7,741		$15,298				#N/A		
Preliminary Engineering - 15%	n/a	n/a		$58,056		$45,894				#N/A		
Contigency - 20%	n/a	n/a		$77,408		$61,192				#N/A		
ROW Cost/Acre: Mixed (Average)	n/a	$135,188ac		$0		$0				#N/A		
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0				#N/A		
ROW Multiplier - 1.6	n/a	n/a		$0		$0				#N/A		
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0				#N/A		
Grand Total Costs				**$666,000**		**$535,000**				#N/A		

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
RCUT (stop control)	--select one--	F.D. Asphalt	0.00	0.0	17,419	0.0	1,420	0.0	530	0.0
RIRO w/down stream U-Turn	--select one--	F.D. Asphalt	0.00	0.0	10,219	0.0	1,420	0.0	530	0.0
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

TARA BLVD (SR 3) & MUNDYS MILL RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

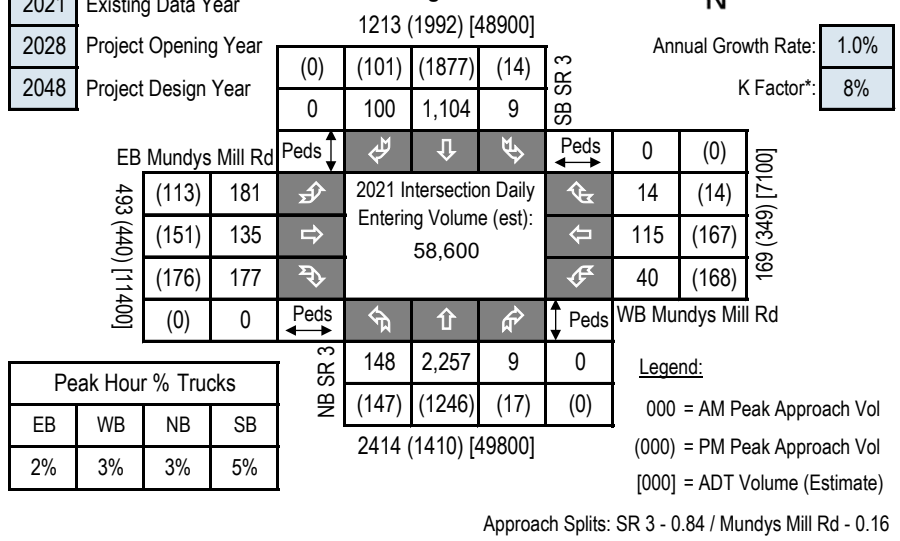
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 3	Speed Limit:	55 mph
Minor (Crossing) ST:	Mundys Mill Rd	Speed Limit:	40 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
2%	3%	3%	5%

Legend:

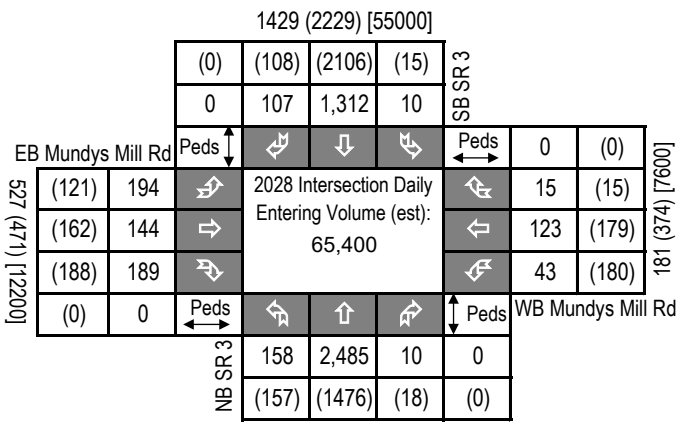
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

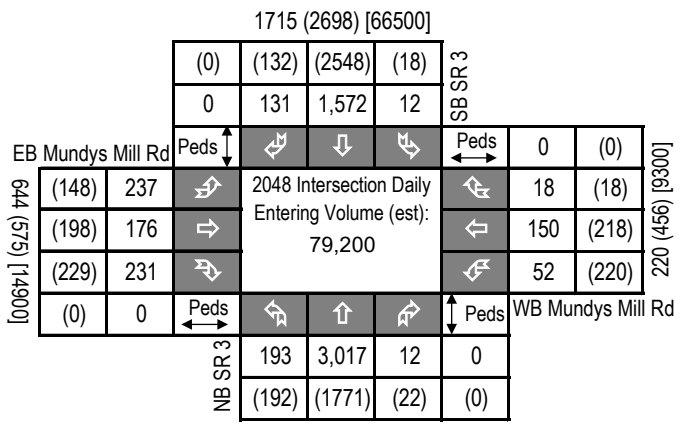
[000] = ADT Volume (Estimate)

Approach Splits: SR 3 - 0.84 / Mundys Mill Rd - 0.16

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 3 @ Mundys Mill Rd
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	49,350	
Existing Avg Daily Traffic (Minor Street):	11,400	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	466.8 sec	246.5 sec
2028 Opening Yr Peak Hour Intersection V/C:	1.79	1.28
2048 Design Yr Peak Hour Intersection Delay:	500.0 sec	358.9 sec
2048 Design Yr Peak Hour Intersection V/C:	2.19	1.56

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity			
		PDO	Injury Crash*	Fatal Crash*	
	Angle	14	14	1	<-
	Head-On	3	3	0	
	Rear End	67	35	0	
	Sideswipe - same	5	0	0	
	Sideswipe - opposite	0	0	0	
	Not Collision w/Motor Veh	4	0	0	
	TOTALS:	**93**	**52**	**1**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

FAYETTEVILLE RD (SR 54) & MUNDYS MILL RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

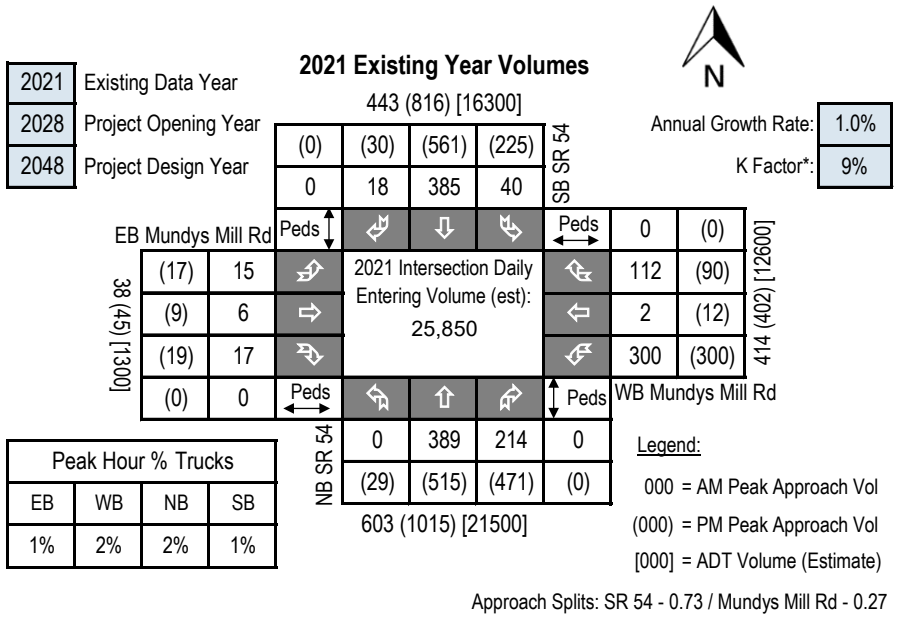
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	SR 54	Speed Limit:	45 mph
Minor (Crossing) ST:	Mundys Mill Rd	Speed Limit:	40 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 9%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
1%	2%	2%	1%

Legend:

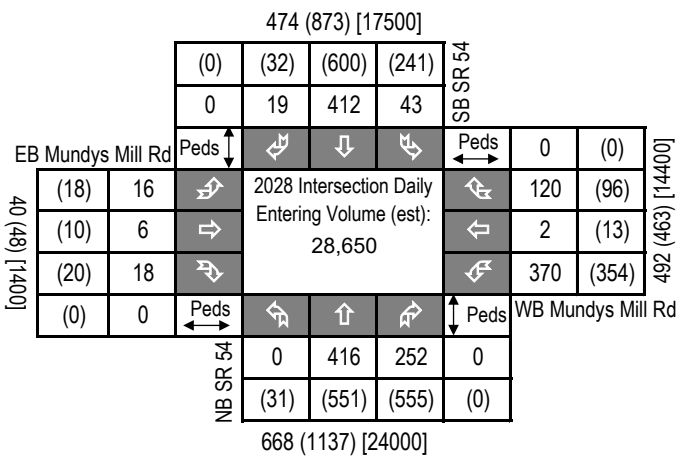
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

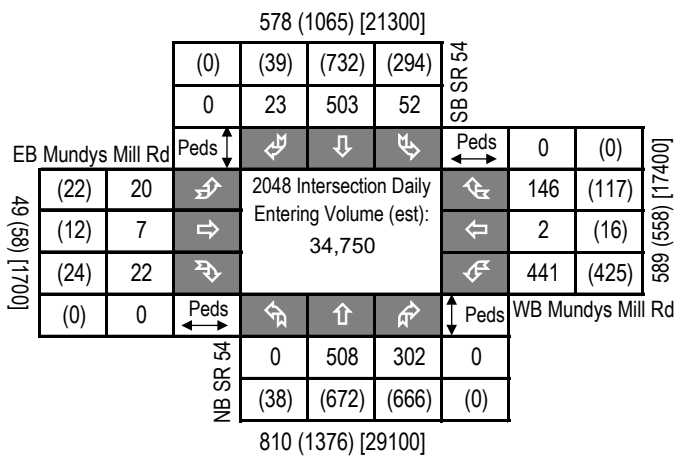
[000] = ADT Volume (Estimate)

Approach Splits: SR 54 - 0.73 / Mundys Mill Rd - 0.27

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

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Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
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ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 54 @ Mundys Mill Rd
County: Clayton
GDOT District: 7 - Metro Atlanta
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): N/A
Requested By: Falcon Design Consultants
Prepared By: Lumin8
Analyst: CR
Date: 5/18/2021
Waiver Request Type: Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	18,900	
Existing Avg Daily Traffic (Minor Street):	12,600	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	15.9 sec	34.3 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.67	0.77
2048 Design Yr Peak Hour Intersection Delay:	21.1 sec	63.0 sec
2048 Design Yr Peak Hour Intersection V/C:	0.75	0.91

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	**Crash Data:** Enter most recent 5 years of crash data	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
	Angle	10	3	0 <-
	Head-On	0	1	0
	Rear End	23	6	0
	Sideswipe - same	0	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	3	1	0
	TOTALS:	**36**	**11**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

FAYETTEVILLE RD (SR 54) & BROWN RD

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

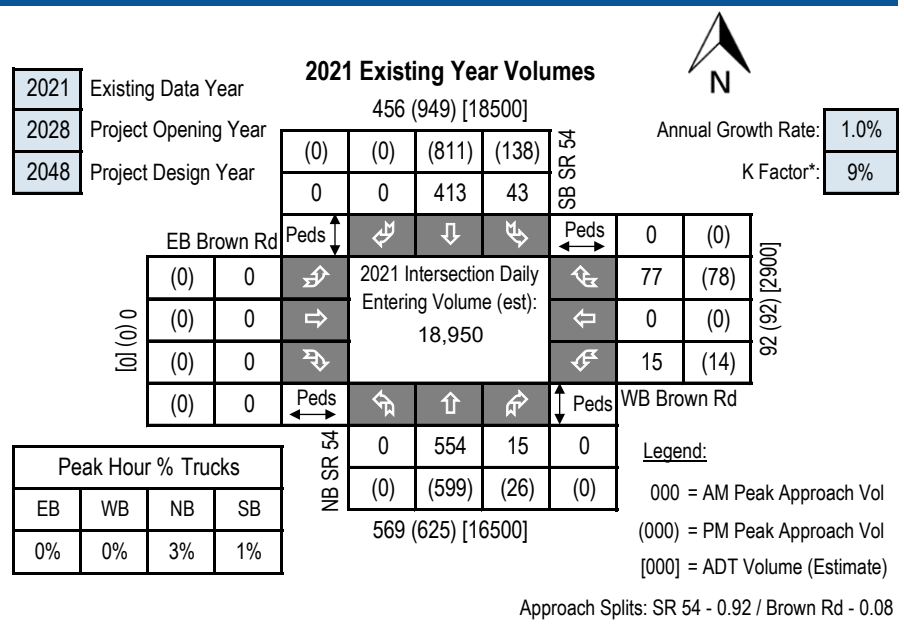
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 54	Speed Limit:	45 mph
Minor (Crossing) ST:	Brown Rd	Speed Limit:	40 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	Conventional (Minor Stop)		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 9%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
0%	0%	3%	1%

Legend:

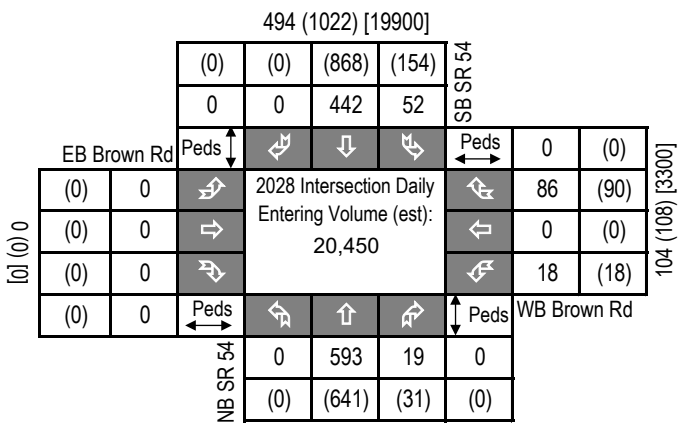
000 = AM Peak Approach Vol

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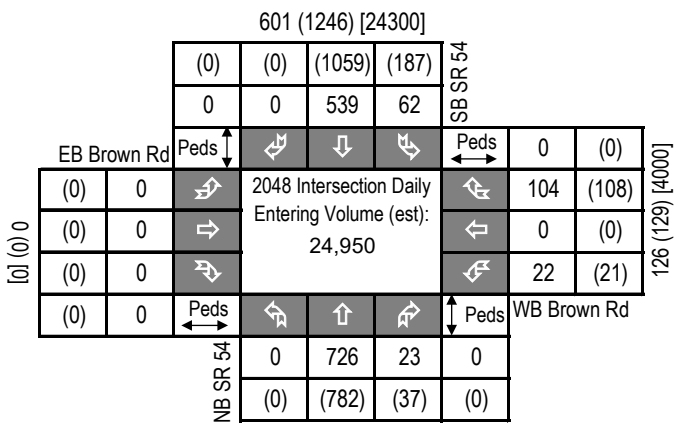
[000] = ADT Volume (Estimate)

Approach Splits: SR 54 - 0.92 / Brown Rd - 0.08

2028 Opening Year Volumes



2048 Design Year Volumes



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GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

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   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
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ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	SR 54 @ Brown Rd
County:	Clayton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	Conventional (Minor Stop)
GDOT PI # (or N/A):	N/A
Requested By:	Falcon Design Consultants
Prepared By:	Lumin8
Analyst:	CR
Date:	5/18/2021
Waiver Request Type:	Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	17,500	
Existing Avg Daily Traffic (Minor Street):	2,900	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	24.5 sec	29.4 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.76	0.77
2048 Design Yr Peak Hour Intersection Delay:	25.5 sec	34.2 sec
2048 Design Yr Peak Hour Intersection V/C:	0.75	0.78

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	**Crash Data:** Enter most recent 5 years of crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*	
	Angle	2	1	0	<-
	Head-On	0	0	0	
	Rear End	1	0	0	
	Sideswipe - same	0	0	0	
	Sideswipe - opposite	0	0	0	
	Not Collision w/Motor Veh	0	0	0	
	TOTALS:	**3**	**1**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	The proposed development does not adversely affect this intersection, i.e. this intersection operates at the same LOS during projected build conditions as it does during projected no-build conditions. Based on the concept plan for the Fayetteville Road (SR 54) widening project (PI #721440), a traffic signal is expected to be implemented as part of the project.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & DW 1

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

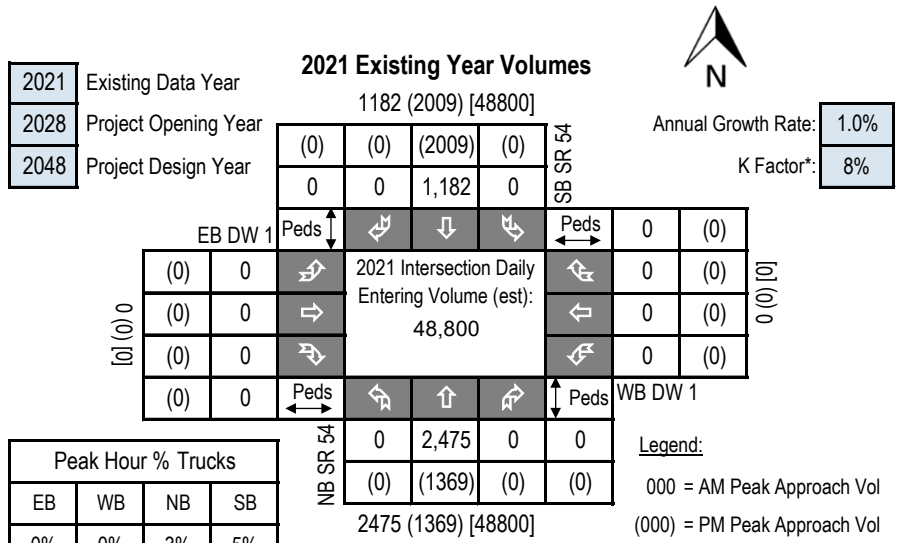
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County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 54	Speed Limit:	45 mph
Minor (Crossing) ST:	DW 1	Speed Limit:	< 35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	New Intersection or Other		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
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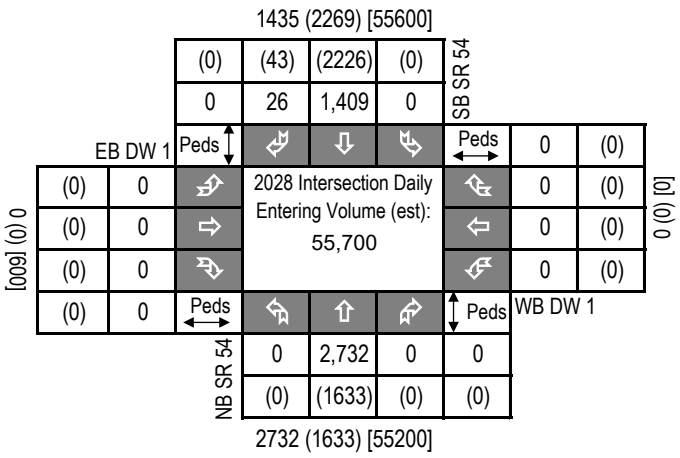
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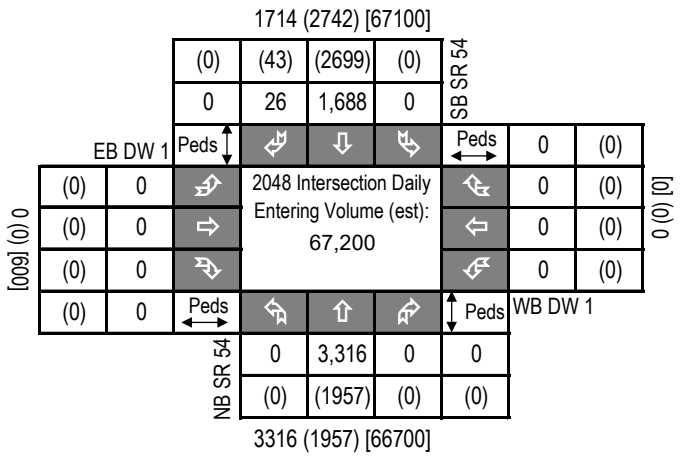
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Approach Splits: SR 54 - 1 / DW 1 - 0

2028 Opening Year Volumes



2048 Design Year Volumes



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GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

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Project Information:

Location:	SR 54 @ DW 1
County:	Clayton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	New Intersection or Other
GDOT PI # (or N/A):	N/A
Requested By:	Falcon Design Consultants
Prepared By:	Lumin8
Analyst:	CR
Date:	5/18/2021
Waiver Request Type:	Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	48,800	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	17.5 sec	37.3 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.04	0.27
2048 Design Yr Peak Hour Intersection Delay:	20.9 sec	62.5 sec
2048 Design Yr Peak Hour Intersection V/C:	0.05	0.41

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type — **Crash Data:** Enter most recent 5 years of crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*	
Angle	1	0	0	<-
Head-On	0	0	0	
Rear End	1	1	0	
Sideswipe - same	0	0	0	
Sideswipe - opposite	0	0	0	
Not Collision w/Motor Veh	0	0	0	
TOTALS:	**2**	**1**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	Driveway is along a divided, multilane roadway and will be limited to a closed median with right-in/right-out access only.
Proposed Intersection Control:	RIRO w/down stream U-Turn

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & DW 2

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.15 | Revised 07/01/2019

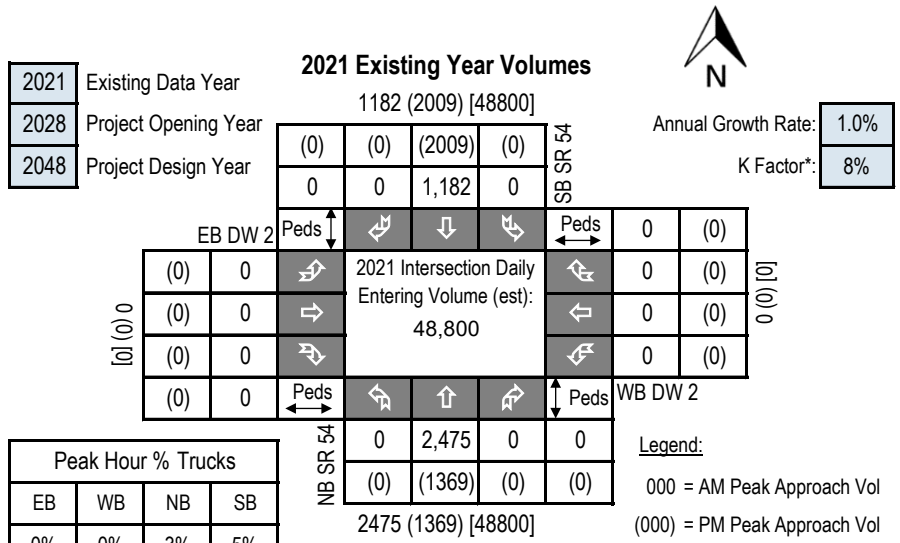
GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 54	Speed Limit:	45 mph
Minor (Crossing) ST:	DW 2	Speed Limit:	< 35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	New Intersection or Other		
Prepared By:	Lumin8	Analyst:	CR
Date:		Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate: 1.0%

K Factor*: 8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
0%	0%	3%	5%

Legend:

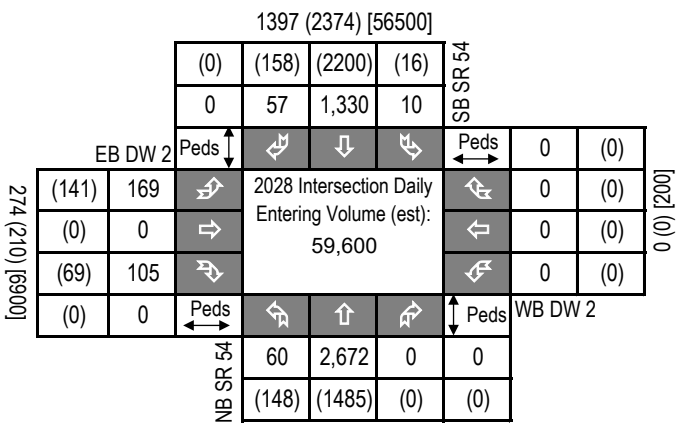
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

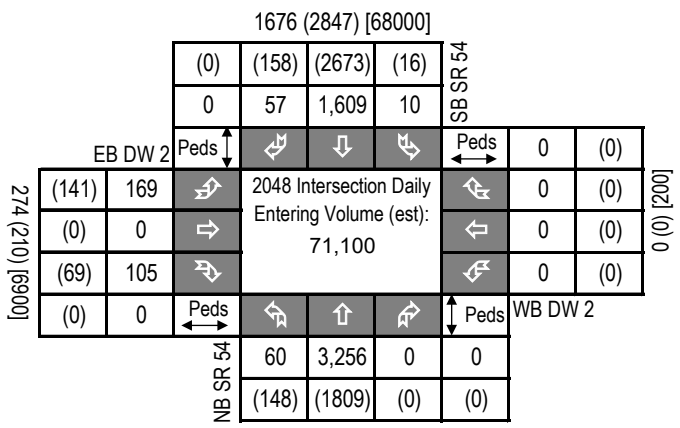
[000] = ADT Volume (Estimate)

Approach Splits: SR 54 - 1 / DW 2 - 0

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI #	N/A
Project Location:	SR 54 @ DW 2
Existing Control:	New Intersection or Other
Prepared by:	Lumin8
Date:	

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	**Yes**	**Yes**	No	Evaluated in build conditions, failing operations
	Conventional (All-Way Stop)	No	**Yes**	No	No	No	No	No	Mainline volume too high
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Multilane divided roadway
	Multilane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Will be a 6-ln section, doesn't meet 90/10
	RCUT (stop control)	**Yes**	**Yes**	No	No	**Yes**	No	No	Estimation of approximately 2,000 daily left turns out of Driveway 2
	RIRO w/down stream U-Turn	**Yes**	**Yes**	No	No	**Yes**	No	No	Estimation of approximately 2,000 daily left turns out of Driveway 2
	High-T (unsignalized)	No	**Yes**	No	**Yes**	No	No	No	Not enough room for acceleration lane
	Offset-T Intersections	No	**Yes**	No	No	No	No	No	3-leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Context not to scale
	RCUT (signalized)	**Yes**	**Yes**	No	No	**Yes**	No	No	Estimation of approximately 2,000 daily left turns out of Driveway 2
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not enough ROW
	Continuous Green-T	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	
	Jughandle	No	No	No	No	No	No	No	Not enough ROW
	Quadrant Roadway	No	No	No	No	No	No	No	Not enough ROW
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A): N/A
County: Clayton
Project Location: SR 54 @ DW 2
Existing Intersection Control: New Intersection or Other

GDOT District: 7 - Metro Atlanta
Area Type: Urban

Date:
Agency/Firm: Lumin8
Analyst: CR
Type of Analysis: Conventional Non-Safety Funded Project

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00
2048 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Complete Streets Warrants Met?
- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Type (Crash Data: Enter most recent 5 years of crash data)	Crash Severity: PDO	Injury Crash*	Fatal Crash*	
Angle	2	0	0	3%
Head-On	2	0	0	3%
Rear End	33	9	0	71%
Sideswipe - same	10	0	0	17%
Sideswipe - opposite	0	0	0	0%
Not Collision w/Motor Veh	3	0	0	5%
TOTALS:	50	9	0	59

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Traffic Signal	Continuous Green-T	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Add LT bays all approaches*	*Additional description here*			
Construction Cost	$633,000	$750,000			
ROW Cost	$0	$54,000			
Environmental Cost	$0	$0			
Reimbursable Utility Cost	$12,000	$11,000			
Design & Contingency Cost	$221,000	$194,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$866,000	$1,009,000			
Traffic Operations:					
Traffic Analysis Software Used	Synchro 10	Synchro 10			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	47.6 sec / 62.0 sec	43.9 sec / 62.0 sec			
2048 Design Yr Build Intersection V/C	0.96 / 0.95	0.79 / 0.95			
Safety Analysis:					
Predefined CRF: PDO	#N/A	#N/A			
Predefined CRF: Fatal/Inj	#N/A	#N/A			
Predefined CRF Source:	#N/A	#N/A			
User Defined CRF: PDO	39%	39%			
User Defined CRF: Fatal/Inj	40%	49%			
User Defined CRF Source (write in if applicable):	FHWA Clearinghouse #s 7982 / 7984	FHWA Clearinghouse #s 325/8655 / 7984/8656			
Environmental Impacts:[1]					
Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
Stakeholder Posture:	[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			
Final ICE Stage 2 Score:	4.8	5.0			
Rank of Control Type Alternatives:	2	1			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): CRFs taken from if Driveway 2 was under minor stop control, going to either traffic signal or continuous green-T

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.15 | Revised 07/01/2019

Project Information

Location:	SR 54 @ DW 2	County:	Clayton	Date:	1/0/1900
GDOT PI # (or N/A):	N/A	Area Type:	Urban	Agency/Firm:	Lumin8
Existing Intersection Control:	New Intersection or Other	GDOT District:	7 - Metro Atlanta	Analyst:	CR
Type of Analysis:	Conventional Non-Safety Funded Project			Major Street Direction:	North/South

Table 1: Existing Conditions

	NB SR 54			SB SR 54			EB DW 2			WB DW 2		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	2	0	0	2	0	0	0	0	0	0	0
Lane Widths*	0'	12'	0'	0'	12'	0'	0'	0'	0'	0'	0'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	185'						100'					

Table 2: Proposed Conditions

	Traffic Signal	Continuous Green-T	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	0	0	0
Modify/Replace Traffic Signal	4	4	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Level
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Strain Pole
Design Vehicle	WB-67
Existing Interchange?	No

Cost Multipliers

Grading Complete:	15%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$135,188
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Traffic Signal		Continuous Green-T		N/A		N/A		N/A	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	16,000	$151,515	16,000	$151,515			#N/A	#N/A		
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0			#N/A	#N/A		
Urban C&G/Drainage - both sides	441-6720	$19.08/LF	4000	$76,320	2,200	$41,976			#N/A	#N/A		
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0			#N/A	#N/A		
Concrete Island (sqyd)	n/a	$51.58/syd	0	$0	150	$7,737			#N/A	#N/A		
Median Landscaping	$100K/LM	$1.89/LF	0	$0	0	$0			#N/A	#N/A		
Typical Driveways Impacted (ea)	n/a	$7,500 ea	0	$0	0	$0			#N/A	#N/A		
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	2000	$68,182	1,100	$37,500			#N/A	#N/A		
Roundabout Truck Apron (sqft)	n/a	$10.25/sqft	0	$0	0	$0			#N/A	#N/A		
Signing & Marking	$0	$22.73/LF	2,000	$45,460	1,100	$25,003			#N/A	#N/A		
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0			#N/A	#N/A		
New Traffic Signal (Strain Poles)	674-1000	$73,030ea	4	$292,120	4	$292,120			#N/A	#N/A		
Lighting (per pole)	n/a	$5,607 ea	0	$0	0	$0			#N/A	#N/A		
Signalized Ped Crossings (ea)	n/a	$19,637 ea	0	$0	0	$0			#N/A	#N/A		
6' Sidewalk (LF)	n/a	$49.23/LF	0	$0	0	$0			#N/A	#N/A		
New/replace cross drains (LF)	n/a	$41.31/LF	0	$0	0	$0			#N/A	#N/A		
Typical Guardrail (LF)	n/a	$65.56/LF	0	$0	0	$0			#N/A	#N/A		
Retaining Wall (LF)	n/a	$808.52/LF	0	$0	0	$0			#N/A	#N/A		
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0			#N/A	#N/A		
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$0	0	$0			#N/A	#N/A		
Grading Complete - 15%	n/a	n/a		$0		$83,378				#N/A		
Traffic Control - 20%	n/a	n/a		$0		$111,170				#N/A		
Reimbrusable Utility	n/a	n/a		$12,672		$11,117				#N/A		
Preliminary Engineering - 15%	n/a	n/a		$95,040		$83,378				#N/A		
Contigency - 20%	n/a	n/a		$126,719		$111,170				#N/A		
ROW Cost/Acre: Mixed (Average)	n/a	$135,188ac		$0		$33,797				#N/A		
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0				#N/A		
ROW Multiplier - 1.6	n/a	n/a		$0		$20,278				#N/A		
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0				#N/A		
Grand Total Costs				**$868,000**		**$1,010,000**				#N/A		

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Traffic Signal	--select one--	F.D. Asphalt	0.00	0.0	16,000	0.0	1,000	0.0	1,000	0.0
Continuous Green-T	--select one--	F.D. Asphalt	0.25	0.0	16,000	0.0	850	0.0	250	0.0
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	SR 54 @ DW 2
County:	Clayton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	New Intersection or Other
GDOT PI # (or N/A):	N/A
Requested By:	Falcon Design Consultants
Prepared By:	Lumin8
Analyst:	CR
Date:	1/0/1900
Waiver Request Type:	Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	48,800	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	47.6 sec	45.0 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.80	0.79
2048 Design Yr Peak Hour Intersection Delay:	47.6 sec	62.0 sec
2048 Design Yr Peak Hour Intersection V/C:	0.96	0.95

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity: PDO	Injury Crash*	Fatal Crash*	
	Angle	2	0	0	<-
	Head-On	2	0	0	
	Rear End	33	9	0	
	Sideswipe - same	10	0	0	
	Sideswipe - opposite	0	0	0	
	Not Collision w/Motor Veh	3	0	0	
	TOTALS:	**50**	**9**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	This intersection is being waived as a traffic signal so that southbound U-turns will have enough room to complete their movements, as well as keeping the ability to add a fourth leg if something were developed opposite of this project.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

TARA BLVD (SR 3) & DW 3

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

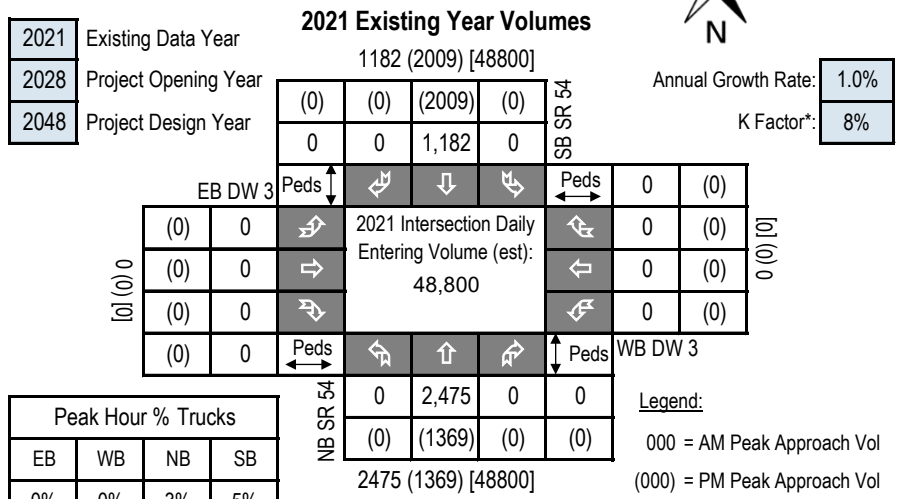
ICE Version 2.15 | Revised 07/01/2019

GDOT PI # (or N/A):	N/A	Request By:	Falcon Design Consultants
County:	Clayton	GDOT District: 7 - Metro Atlanta	
Major (State) Road:	SR 54	Speed Limit:	45 mph
Minor (Crossing) ST:	DW 3	Speed Limit:	< 35 mph
Major ST Direction:	North/South	Area Type:	Urban
Intersection Control:	New Intersection or Other		
Prepared By:	Lumin8	Analyst:	CR
Date:	5/18/2021	Project ID:	DRI #3257
Project Purpose:	Intersection control for intersections affected by proposed development.		

2021	Existing Data Year
2028	Project Opening Year
2048	Project Design Year

Annual Growth Rate:	1.0%
K Factor*:	8%

2021 Existing Year Volumes



Peak Hour % Trucks			
EB	WB	NB	SB
0%	0%	3%	5%

Legend:

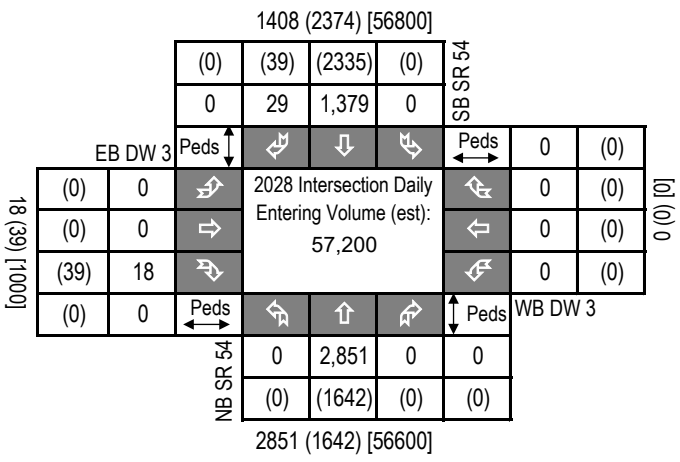
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

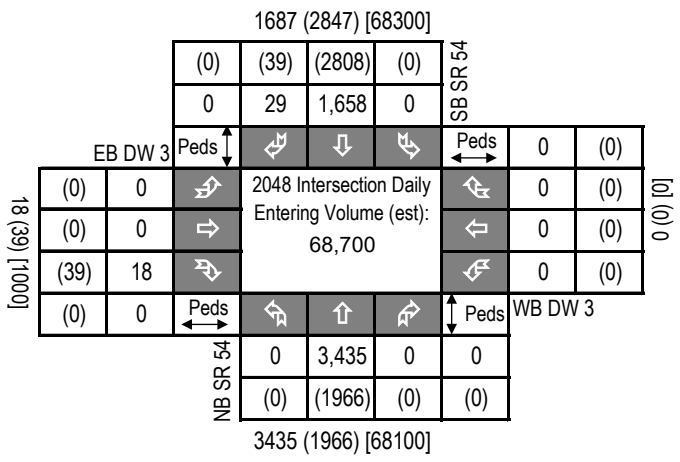
[000] = ADT Volume (Estimate)

Approach Splits: SR 54 - 1 / DW 3 - 0

2028 Opening Year Volumes



2048 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	SR 54 @ DW 3
County:	Clayton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	New Intersection or Other

GDOT PI # (or N/A):	N/A
Requested By:	Falcon Design Consultants
Prepared By:	Lumin8
Analyst:	CR
Date:	5/18/2021
Waiver Request Type:	Driveway Permit

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	48,800	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	17.5 sec	41.9 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.06	0.31
2048 Design Yr Peak Hour Intersection Delay:	21.0 sec	72.7 sec
2048 Design Yr Peak Hour Intersection V/C:	0.08	0.46

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type — **Crash Data:** Enter most recent 5 years of crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*	
Angle	1	0	0	<-
Head-On	0	0	0	
Rear End	1	1	0	
Sideswipe - same	0	0	0	
Sideswipe - opposite	0	0	0	
Not Collision w/Motor Veh	0	0	0	
TOTALS:	**2**	**1**	**0**	

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	Driveway is along a divided, multilane roadway and will be limited to a closed median with right-in/right-out access only.
Proposed Intersection Control:	RIRO w/down stream U-Turn

REQUESTED BY: _____ Date: _____

Title: _____

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

APPENDIX M

CAPACITY ANALYSIS REPORTS - ICE ALTERNATIVES



TARA BLVD (SR 3) & DW 2

TRAFFIC SIGNAL

17: Tara Blvd (SR 3) & DW 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	2672	0	10	1330	57
Future Volume (veh/h)	169	0	105	0	0	0	60	2672	0	10	1330	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	2904	0	11	1446	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	229	0	204				321	3668	0	108	2972	
Arrive On Green	0.13	0.00	0.13				0.04	0.72	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	87	4904	1610
Grp Volume(v), veh/h	184	0	114				65	2904	0	11	1446	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	87	1635	1610
Q Serve(g_s), s	9.3	0.0	6.2				1.2	34.8	0.0	8.7	15.5	0.0
Cycle Q Clear(g_c), s	9.3	0.0	6.2				1.2	34.8	0.0	32.4	15.5	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	204				321	3668	0	108	2972	
V/C Ratio(X)	0.80	0.00	0.56				0.20	0.79	0.00	0.10	0.49	
Avail Cap(c_a), veh/h	347	0	309				338	3671	0	108	2972	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	38.5				7.2	8.4	0.0	22.4	10.3	0.0
Incr Delay (d2), s/veh	7.7	0.0	2.4				0.3	1.2	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	4.6				0.6	12.2	0.0	0.3	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	40.9				7.5	9.6	0.0	22.8	10.5	0.0
LnGrp LOS	D	A	D				A	A	A	C	B	
Approach Vol, veh/h		298						2969			1457	A
Approach Delay, s/veh		45.0						9.6			10.5	
Approach LOS		D						A			B	

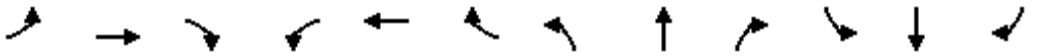
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.1	63.9				74.9		18.9				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	34.4				36.8		11.3				
Green Ext Time (p_c), s	0.0	19.4				31.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay			12.1
HCM 6th LOS			B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

17: Tara Blvd (SR 3) & DW 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	1485	0	16	2200	158
Future Volume (veh/h)	141	0	69	0	0	0	148	1485	0	16	2200	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	1614	0	17	2391	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	199	0	177				215	3718	0	269	3020	
Arrive On Green	0.11	0.00	0.11				0.05	0.73	0.00	0.60	0.60	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	313	5025	1610
Grp Volume(v), veh/h	153	0	75				161	1614	0	17	2391	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	313	1675	1610
Q Serve(g_s), s	7.4	0.0	3.9				2.8	11.1	0.0	2.0	32.4	0.0
Cycle Q Clear(g_c), s	7.4	0.0	3.9				2.8	11.1	0.0	2.0	32.4	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	177				215	3718	0	269	3020	
V/C Ratio(X)	0.77	0.00	0.42				0.75	0.43	0.00	0.06	0.79	
Avail Cap(c_a), veh/h	363	0	323				257	3844	0	269	3028	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	0.0	37.2				20.1	4.7	0.0	7.5	13.6	0.0
Incr Delay (d2), s/veh	6.2	0.0	1.6				9.5	0.1	0.0	0.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	2.9				4.4	3.8	0.0	0.2	14.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	38.8				29.7	4.7	0.0	7.6	15.1	0.0
LnGrp LOS	D	A	D				C	A	A	A	B	
Approach Vol, veh/h		228						1775			2408	A
Approach Delay, s/veh		43.0						7.0			15.0	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.9	60.9				72.8		16.8				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	7.0	54.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	4.8	34.4				13.1		9.4				
Green Ext Time (p_c), s	0.1	19.4				46.6		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	3256	0	10	1609	57
Future Volume (veh/h)	169	0	105	0	0	0	60	3256	0	10	1609	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	3539	0	11	1749	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	229	0	204				264	3669	0	81	2973	
Arrive On Green	0.13	0.00	0.13				0.04	0.72	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	46	4904	1610
Grp Volume(v), veh/h	184	0	114				65	3539	0	11	1749	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	46	1635	1610
Q Serve(g_s), s	9.3	0.0	6.2				1.2	60.0	0.0	8.0	20.5	0.0
Cycle Q Clear(g_c), s	9.3	0.0	6.2				1.2	60.0	0.0	56.9	20.5	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	204				264	3669	0	81	2973	
V/C Ratio(X)	0.80	0.00	0.56				0.25	0.96	0.00	0.14	0.59	
Avail Cap(c_a), veh/h	347	0	309				301	3669	0	81	2973	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	38.5				8.8	11.8	0.0	45.5	11.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	2.4				0.5	8.3	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	4.6				0.6	21.7	0.0	0.5	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	40.9				9.3	20.1	0.0	46.3	11.6	0.0
LnGrp LOS	D	A	D				A	C	A	D	B	
Approach Vol, veh/h		298						3604			1760	A
Approach Delay, s/veh		45.1						20.0			11.8	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.1	63.9				75.0		18.9				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	6.0	55.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	58.9				62.0		11.3				
Green Ext Time (p_c), s	0.0	0.0				6.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay			18.8
HCM 6th LOS			B

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

17: Tara Blvd (SR 3) & DW 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	1809	0	16	2673	158
Future Volume (veh/h)	141	0	69	0	0	0	148	1809	0	16	2673	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	1966	0	17	2905	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	197	0	176				183	3742	0	206	3057	
Arrive On Green	0.11	0.00	0.11				0.05	0.74	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	223	5025	1610
Grp Volume(v), veh/h	153	0	75				161	1966	0	17	2905	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	223	1675	1610
Q Serve(g_s), s	7.6	0.0	4.0				3.8	15.2	0.0	3.2	49.4	0.0
Cycle Q Clear(g_c), s	7.6	0.0	4.0				3.8	15.2	0.0	6.5	49.4	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	176				183	3742	0	206	3057	
V/C Ratio(X)	0.77	0.00	0.43				0.88	0.53	0.00	0.08	0.95	
Avail Cap(c_a), veh/h	354	0	315				183	3742	0	206	3057	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	38.3				26.6	5.1	0.0	9.1	16.7	0.0
Incr Delay (d2), s/veh	6.4	0.0	1.6				35.4	0.1	0.0	0.2	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	3.0				6.7	5.2	0.0	0.2	22.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	39.9				62.0	5.3	0.0	9.3	24.4	0.0
LnGrp LOS	D	A	D				E	A	A	A	C	
Approach Vol, veh/h		228						2127			2922	A
Approach Delay, s/veh		44.2						9.6			24.3	
Approach LOS		D						A			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.0	63.0				75.0		17.0				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	5.8	51.4				17.2		9.6				
Green Ext Time (p_c), s	0.0	4.6				47.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay			19.2
HCM 6th LOS			B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

CONTINUOUS GREEN-T

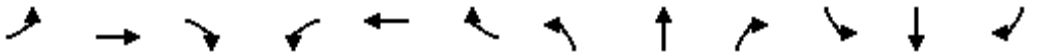
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	0	0	10	1330	57
Future Volume (veh/h)	169	0	105	0	0	0	60	0	0	10	1330	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	0	0	11	1446	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	234	0	209				318	3581	0	905	2840	
Arrive On Green	0.13	0.00	0.13				0.05	0.00	0.00	0.58	0.58	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	1418	4904	1610
Grp Volume(v), veh/h	184	0	114				65	0	0	11	1446	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	1418	1635	1610
Q Serve(g_s), s	8.4	0.0	5.7				1.1	0.0	0.0	0.3	15.1	0.0
Cycle Q Clear(g_c), s	8.4	0.0	5.7				1.1	0.0	0.0	0.3	15.1	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	209				318	3581	0	905	2840	
V/C Ratio(X)	0.79	0.00	0.55				0.20	0.00	0.00	0.01	0.51	
Avail Cap(c_a), veh/h	380	0	339				341	4024	0	1011	3208	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.1	0.0	34.9				7.5	0.0	0.0	7.6	10.7	0.0
Incr Delay (d2), s/veh	5.7	0.0	2.2				0.3	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	0.0	4.2				0.6	0.0	0.0	0.1	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	37.1				7.9	0.0	0.0	7.6	10.9	0.0
LnGrp LOS	D	A	D				A	A	A	A	B	
Approach Vol, veh/h		298						65			1457	A
Approach Delay, s/veh		40.0						7.9			10.9	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	56.6				67.5		18.1				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	17.1				0.0		10.4				
Green Ext Time (p_c), s	0.0	32.5				0.0		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	0	0	16	2200	158
Future Volume (veh/h)	141	0	69	0	0	0	148	0	0	16	2200	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	0	0	17	2391	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	199	0	177				215	3718	0	932	3020	
Arrive On Green	0.11	0.00	0.11				0.05	0.00	0.00	0.60	0.60	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	1418	5025	1610
Grp Volume(v), veh/h	153	0	75				161	0	0	17	2391	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	1418	1675	1610
Q Serve(g_s), s	7.4	0.0	3.9				2.8	0.0	0.0	0.4	32.4	0.0
Cycle Q Clear(g_c), s	7.4	0.0	3.9				2.8	0.0	0.0	0.4	32.4	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	177				215	3718	0	932	3020	
V/C Ratio(X)	0.77	0.00	0.42				0.75	0.00	0.00	0.02	0.79	
Avail Cap(c_a), veh/h	363	0	323				257	3844	0	935	3028	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	0.0	37.2				20.1	0.0	0.0	7.2	13.6	0.0
Incr Delay (d2), s/veh	6.2	0.0	1.6				9.5	0.0	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	2.9				4.4	0.0	0.0	0.2	14.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	38.8				29.7	0.0	0.0	7.2	15.1	0.0
LnGrp LOS	D	A	D				C	A	A	A	B	
Approach Vol, veh/h		228						161			2408	A
Approach Delay, s/veh		43.0						29.7			15.0	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.9	60.9				72.8		16.8				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	7.0	54.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	4.8	34.4				0.0		9.4				
Green Ext Time (p_c), s	0.1	19.4				0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay			18.2
HCM 6th LOS			B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	0	0	10	1609	57
Future Volume (veh/h)	169	0	105	0	0	0	60	0	0	10	1609	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	0	0	11	1749	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	232	0	206				264	3620	0	919	2899	
Arrive On Green	0.13	0.00	0.13				0.04	0.00	0.00	0.59	0.59	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	1418	4904	1610
Grp Volume(v), veh/h	184	0	114				65	0	0	11	1749	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	1418	1635	1610
Q Serve(g_s), s	8.8	0.0	5.9				1.1	0.0	0.0	0.3	20.2	0.0
Cycle Q Clear(g_c), s	8.8	0.0	5.9				1.1	0.0	0.0	0.3	20.2	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	0	206				264	3620	0	919	2899	
V/C Ratio(X)	0.79	0.00	0.55				0.25	0.00	0.00	0.01	0.60	
Avail Cap(c_a), veh/h	366	0	325				305	3866	0	956	3027	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	0.0	36.4				9.0	0.0	0.0	7.5	11.6	0.0
Incr Delay (d2), s/veh	6.2	0.0	2.3				0.5	0.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	4.4				0.6	0.0	0.0	0.1	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	0.0	38.7				9.5	0.0	0.0	7.5	11.9	0.0
LnGrp LOS	D	A	D				A	A	A	A	B	
Approach Vol, veh/h		298						65			1760	A
Approach Delay, s/veh		41.9						9.5			11.9	
Approach LOS		D						A			B	

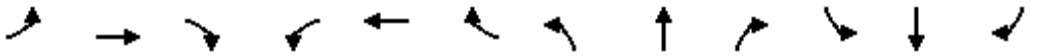
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	59.7				70.7		18.4				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	6.0	55.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	22.2				0.0		10.8				
Green Ext Time (p_c), s	0.0	30.5				0.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	0	0	16	2673	158
Future Volume (veh/h)	141	0	69	0	0	0	148	0	0	16	2673	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	0	0	17	2905	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	197	0	176				183	3742	0	941	3057	
Arrive On Green	0.11	0.00	0.11				0.05	0.00	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	1418	5025	1610
Grp Volume(v), veh/h	153	0	75				161	0	0	17	2905	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	1418	1675	1610
Q Serve(g_s), s	7.6	0.0	4.0				3.8	0.0	0.0	0.4	49.4	0.0
Cycle Q Clear(g_c), s	7.6	0.0	4.0				3.8	0.0	0.0	0.4	49.4	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	176				183	3742	0	941	3057	
V/C Ratio(X)	0.77	0.00	0.43				0.88	0.00	0.00	0.02	0.95	
Avail Cap(c_a), veh/h	354	0	315				183	3742	0	941	3057	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	38.3				26.6	0.0	0.0	7.1	16.7	0.0
Incr Delay (d2), s/veh	6.4	0.0	1.6				35.4	0.0	0.0	0.0	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	3.0				6.7	0.0	0.0	0.2	22.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	39.9				62.0	0.0	0.0	7.2	24.4	0.0
LnGrp LOS	D	A	D				E	A	A	A	C	
Approach Vol, veh/h		228						161			2922	A
Approach Delay, s/veh		44.2						62.0			24.3	
Approach LOS		D						E			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.0	63.0				75.0		17.0				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	5.8	51.4				0.0		9.6				
Green Ext Time (p_c), s	0.0	4.6				0.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay			27.5
HCM 6th LOS			C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TARA BLVD (SR 3) & OLD POSTON RD

TRAFFIC SIGNAL

5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	10	45	25	1	59	30	2779	42	79	1325	0
Future Volume (veh/h)	2	10	45	25	1	59	30	2779	42	79	1325	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	788	1900	1633	1900	1856	1900	1693	1796	1900
Adj Flow Rate, veh/h	2	11	51	28	1	67	34	3158	48	90	1506	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	75	0	18	0	3	0	14	7	0
Cap, veh/h	158	31	142	109	2	165	305	3270	1039	147	3238	1063
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.65	0.65	0.05	0.66	0.00
Sat Flow, veh/h	1354	294	1361	565	24	1590	1810	5066	1610	1612	4904	1610
Grp Volume(v), veh/h	2	0	62	28	0	68	34	3158	48	90	1506	0
Grp Sat Flow(s),veh/h/ln	1354	0	1655	565	0	1614	1810	1689	1610	1612	1635	1610
Q Serve(g_s), s	0.1	0.0	3.6	5.0	0.0	4.0	0.6	60.0	1.1	1.9	15.4	0.0
Cycle Q Clear(g_c), s	4.2	0.0	3.6	8.5	0.0	4.0	0.6	60.0	1.1	1.9	15.4	0.0
Prop In Lane	1.00		0.82	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	0	172	109	0	168	305	3270	1039	147	3238	1063
V/C Ratio(X)	0.01	0.00	0.36	0.26	0.00	0.41	0.11	0.97	0.05	0.61	0.47	0.00
Avail Cap(c_a), veh/h	255	0	291	150	0	284	383	3270	1039	153	3238	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.8	0.0	42.6	46.6	0.0	42.8	6.5	17.1	6.6	26.4	8.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	1.2	0.0	1.6	0.2	9.2	0.0	6.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	2.7	1.3	0.0	3.0	0.3	27.0	0.5	2.8	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	43.9	47.8	0.0	44.4	6.7	26.3	6.6	33.1	8.6	0.0
LnGrp LOS	D	A	D	D	A	D	A	C	A	C	A	A
Approach Vol, veh/h		64			96			3240			1596	
Approach Delay, s/veh		43.9			45.4			25.8			10.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	73.0		17.6	10.1	74.5		17.6				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	66.0		18.0	7.5	63.5		18.0				
Max Q Clear Time (g_c+I1), s	3.9	62.0		6.2	2.6	17.4		10.5				
Green Ext Time (p_c), s	0.0	4.0		0.1	0.0	38.5		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		21.3	
HCM 6th LOS		C	

5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	27	50	16	79	55	1551	36	108	2284	0
Future Volume (veh/h)	0	5	27	50	16	79	55	1551	36	108	2284	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1811	1900	1856	1900	1781	1841	1900
Adj Flow Rate, veh/h	0	5	28	53	17	83	58	1633	38	114	2404	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	6	0	3	0	8	4	0
Cap, veh/h	73	21	115	162	23	113	198	3326	1057	295	3341	1070
Arrive On Green	0.00	0.08	0.08	0.08	0.08	0.08	0.04	0.66	0.66	0.05	0.66	0.00
Sat Flow, veh/h	1315	250	1399	1398	281	1372	1810	5066	1610	1697	5025	1610
Grp Volume(v), veh/h	0	0	33	53	0	100	58	1633	38	114	2404	0
Grp Sat Flow(s),veh/h/ln	1315	0	1648	1398	0	1653	1810	1689	1610	1697	1675	1610
Q Serve(g_s), s	0.0	0.0	1.9	3.6	0.0	5.8	1.0	16.1	0.8	2.1	30.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.9	5.5	0.0	5.8	1.0	16.1	0.8	2.1	30.3	0.0
Prop In Lane	1.00		0.85	1.00		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	0	135	162	0	136	198	3326	1057	295	3341	1070
V/C Ratio(X)	0.00	0.00	0.24	0.33	0.00	0.74	0.29	0.49	0.04	0.39	0.72	0.00
Avail Cap(c_a), veh/h	205	0	301	302	0	301	217	3326	1057	367	3360	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	42.4	45.0	0.0	44.3	12.0	8.6	6.0	6.8	10.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	1.2	0.0	7.5	0.8	0.1	0.0	0.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.4	2.3	0.0	4.7	0.8	7.8	0.4	1.0	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	43.4	46.2	0.0	51.8	12.8	8.7	6.0	7.6	11.4	0.0
LnGrp LOS	A	A	D	D	A	D	B	A	A	A	B	A
Approach Vol, veh/h		33			153			1729			2518	
Approach Delay, s/veh		43.4			49.8			8.8			11.2	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	71.8		15.1	11.0	72.6		15.1				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	9.0	62.0		18.0	5.0	66.0		18.0				
Max Q Clear Time (g_c+I1), s	4.1	18.1		3.9	3.0	32.3		7.8				
Green Ext Time (p_c), s	0.1	38.7		0.0	0.0	33.3		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		11.8	
HCM 6th LOS		B	

5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	12	48	26	1	72	32	3358	45	96	1600	0
Future Volume (veh/h)	2	12	48	26	1	72	32	3358	45	96	1600	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	788	1900	1633	1900	1856	1900	1693	1796	1900
Adj Flow Rate, veh/h	2	14	55	30	1	82	36	3816	51	109	1818	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	75	0	18	0	3	0	14	7	0
Cap, veh/h	125	36	140	86	2	168	244	3638	1156	103	3560	1169
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.72	0.72	0.03	0.73	0.00
Sat Flow, veh/h	1336	337	1324	561	19	1594	1810	5066	1610	1612	4904	1610
Grp Volume(v), veh/h	2	0	69	30	0	83	36	3816	51	109	1818	0
Grp Sat Flow(s),veh/h/ln	1336	0	1662	561	0	1613	1810	1689	1610	1612	1635	1610
Q Serve(g_s), s	0.2	0.0	5.7	7.8	0.0	7.2	0.8	106.0	1.4	5.0	23.8	0.0
Cycle Q Clear(g_c), s	7.4	0.0	5.7	13.5	0.0	7.2	0.8	106.0	1.4	5.0	23.8	0.0
Prop In Lane	1.00		0.80	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	176	86	0	170	244	3638	1156	103	3560	1169
V/C Ratio(X)	0.02	0.00	0.39	0.35	0.00	0.49	0.15	1.05	0.04	1.05	0.51	0.00
Avail Cap(c_a), veh/h	147	0	203	96	0	197	258	3638	1156	103	3560	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.7	0.0	61.6	67.9	0.0	62.2	6.9	20.8	6.1	52.9	8.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	2.4	0.0	2.1	0.3	29.8	0.0	103.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	4.5	2.1	0.0	5.5	0.5	55.6	0.7	9.6	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	0.0	63.0	70.3	0.0	64.4	7.2	50.6	6.1	156.7	8.9	0.0
LnGrp LOS	E	A	E	E	A	E	A	F	A	F	A	A
Approach Vol, veh/h		71			113			3903			1927	
Approach Delay, s/veh		63.1			65.9			49.6			17.3	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	113.0		22.6	10.9	114.1		22.6				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	106.0		18.0	5.0	106.0		18.0				
Max Q Clear Time (g_c+I1), s	7.0	108.0		9.4	2.8	25.8		15.5				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	70.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		39.7	
HCM 6th LOS		D	

5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	29	54	20	96	58	1869	39	132	2751	0
Future Volume (veh/h)	0	6	29	54	20	96	58	1869	39	132	2751	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1811	1900	1856	1900	1781	1841	1900
Adj Flow Rate, veh/h	0	6	31	57	21	101	61	1967	41	139	2896	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	6	0	3	0	8	4	0
Cap, veh/h	50	24	122	144	25	121	141	3689	1173	225	3683	1180
Arrive On Green	0.00	0.09	0.09	0.09	0.09	0.09	0.03	0.73	0.73	0.04	0.73	0.00
Sat Flow, veh/h	1289	268	1383	1393	285	1369	1810	5066	1610	1697	5025	1610
Grp Volume(v), veh/h	0	0	37	57	0	122	61	1967	41	139	2896	0
Grp Sat Flow(s),veh/h/ln	1289	0	1651	1393	0	1654	1810	1689	1610	1697	1675	1610
Q Serve(g_s), s	0.0	0.0	3.0	5.7	0.0	10.4	1.2	24.7	1.0	3.0	52.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.0	8.7	0.0	10.4	1.2	24.7	1.0	3.0	52.0	0.0
Prop In Lane	1.00		0.84	1.00		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	0	146	144	0	146	141	3689	1173	225	3683	1180
V/C Ratio(X)	0.00	0.00	0.25	0.39	0.00	0.83	0.43	0.53	0.03	0.62	0.79	0.00
Avail Cap(c_a), veh/h	99	0	208	196	0	208	159	3689	1173	341	3688	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	60.8	64.8	0.0	64.2	27.8	8.6	5.4	11.0	12.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	1.7	0.0	17.6	2.1	0.1	0.0	2.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	2.3	3.8	0.0	8.8	2.9	11.8	0.5	2.6	22.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	61.7	66.6	0.0	81.8	29.9	8.8	5.4	13.8	13.2	0.0
LnGrp LOS	A	A	E	E	A	F	C	A	A	B	B	A
Approach Vol, veh/h		37			179			2069			3035	
Approach Delay, s/veh		61.7			76.9			9.3			13.2	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	111.8		19.7	12.2	111.2		19.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	6.0	105.0		18.0	15.0	96.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	54.0		12.4	5.0	26.7		5.0				
Green Ext Time (p_c), s	0.0	50.9		0.3	0.3	64.1		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		14.2	
HCM 6th LOS		B	

SIGNALIZED RCUT

4: Tara Blvd (SR 3) & Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	18	0	0	0	103	2763	0	2	1386	68
Future Volume (veh/h)	84	0	18	0	0	0	103	2763	0	2	1386	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1870	1841	1900	1900	1796	1544
Adj Flow Rate, veh/h	92	0	0	0	0	0	113	3036	0	2	1523	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	0	0	0	0	0	2	4	0	0	7	24
Cap, veh/h	148	0		0	143	0	278	4075	0	86	3819	
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.00	0.03	0.81	0.00	0.00	0.26	0.00
Sat Flow, veh/h	1440	0	1610	0	1900	0	1781	5191	0	1810	4904	1309
Grp Volume(v), veh/h	92	0	0	0	0	0	113	3036	0	2	1523	0
Grp Sat Flow(s),veh/h/ln	1440	0	1610	0	1900	0	1781	1675	0	1810	1635	1309
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	2.2	51.9	0.0	0.0	46.3	0.0
Cycle Q Clear(g_c), s	11.4	0.0	0.0	0.0	0.0	0.0	2.2	51.9	0.0	0.0	46.3	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	0		0	143	0	278	4075	0	86	3819	
V/C Ratio(X)	0.62	0.00		0.00	0.00	0.00	0.41	0.74	0.00	0.02	0.40	
Avail Cap(c_a), veh/h	384	0		0	454	0	309	4075	0	141	3819	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	82.2	0.0	0.0	0.0	0.0	0.0	12.6	8.1	0.0	10.4	32.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	0.0	0.0	0.0	0.0	2.8	17.8	0.0	0.0	27.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	0.0	0.0	0.0	0.0	0.0	12.7	8.6	0.0	10.4	32.3	0.0
LnGrp LOS	F	A		A	A	A	B	A	A	B	C	
Approach Vol, veh/h		92	A		0			3149			1525	A
Approach Delay, s/veh		87.2			0.0			8.7			32.3	
Approach LOS		F						A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	146.8		21.0	6.5	152.6		21.0				
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4				
Max Green Setting (Gmax), s	* 9.1	* 1.1E2		43.0	6.0	* 1.1E2		43.0				
Max Q Clear Time (g_c+I1), s	4.2	48.3		0.0	2.0	53.9		13.4				
Green Ext Time (p_c), s	0.1	54.3		0.0	0.0	57.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0		0.0
Total Del/Veh (s)	14.3	0.1	9.6	6.8	15.9	1.1	14.1	8.5	0.2	13.3

Intersection: 5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	R	L	T	T	T	R	L	T	T	T
Maximum Queue (ft)	59	32	4	435	428	424	16	46	96	80	107
Average Queue (ft)	17	17	1	181	184	191	3	20	47	41	67
95th Queue (ft)	53	29	4	397	405	388	14	48	101	97	133
Link Distance (ft)	1574	670		452	452	452			1447	1447	1447
Upstream Blk Time (%)				0							
Queuing Penalty (veh)				1							
Storage Bay Dist (ft)			385				310	385			
Storage Blk Time (%)				3		4					
Queuing Penalty (veh)				1		2					

17: Tara Blvd (SR 3) & DW 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	2672	0	22	1330	57
Future Volume (veh/h)	169	0	105	0	0	0	60	2672	0	22	1330	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	2904	0	24	1446	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	229	0	204				321	3668	0	108	2972	
Arrive On Green	0.13	0.00	0.13				0.04	0.72	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	87	4904	1610
Grp Volume(v), veh/h	184	0	114				65	2904	0	24	1446	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	87	1635	1610
Q Serve(g_s), s	9.3	0.0	6.2				1.2	34.8	0.0	22.9	15.5	0.0
Cycle Q Clear(g_c), s	9.3	0.0	6.2				1.2	34.8	0.0	46.6	15.5	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	204				321	3668	0	108	2972	
V/C Ratio(X)	0.80	0.00	0.56				0.20	0.79	0.00	0.22	0.49	
Avail Cap(c_a), veh/h	347	0	309				338	3671	0	108	2972	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	38.5				7.2	8.4	0.0	27.0	10.3	0.0
Incr Delay (d2), s/veh	7.7	0.0	2.4				0.3	1.2	0.0	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	4.6				0.6	12.2	0.0	0.8	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	40.9				7.5	9.6	0.0	28.1	10.5	0.0
LnGrp LOS	D	A	D				A	A	A	C	B	
Approach Vol, veh/h		298						2969			1470	A
Approach Delay, s/veh		45.0						9.6			10.7	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.1	63.9				74.9		18.9				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	48.6				36.8		11.3				
Green Ext Time (p_c), s	0.0	7.0				31.2		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

4: Tara Blvd (SR 3) & Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	43	3	0	0	81	1615	0	1	2346	85
Future Volume (veh/h)	84	0	43	3	0	0	81	1615	0	1	2346	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	907	1900	1900	1900	1841	1900	1900	1856	1752
Adj Flow Rate, veh/h	90	0	0	3	0	0	87	1737	0	1	2523	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	67	0	0	0	4	0	0	3	10
Cap, veh/h	146	0		169	0	0	201	4092	0	245	3955	
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.00	0.03	0.81	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1448	0	1610	1748	0	0	1810	5191	0	1810	5066	1485
Grp Volume(v), veh/h	90	0	0	3	0	0	87	1737	0	1	2523	0
Grp Sat Flow(s),veh/h/ln	1448	0	1610	1748	0	0	1810	1675	0	1810	1689	1485
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.0	0.0	1.6	17.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	0.0	0.3	0.0	0.0	1.6	17.7	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	0		169	0	0	201	4092	0	245	3955	
V/C Ratio(X)	0.61	0.00		0.02	0.00	0.00	0.43	0.42	0.00	0.00	0.64	
Avail Cap(c_a), veh/h	385	0		407	0	0	202	4092	0	304	3955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.82	0.82	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	82.3	0.0	0.0	77.4	0.0	0.0	3.0	4.7	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.1	0.0	0.0	0.4	0.3	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	0.0	0.2	0.0	0.0	0.8	8.0	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.3	0.0	0.0	77.4	0.0	0.0	3.4	5.0	0.0	4.6	0.6	0.0
LnGrp LOS	F	A		E	A	A	A	A	A	A	A	
Approach Vol, veh/h		90	A		3			1824			2524	A
Approach Delay, s/veh		87.3			77.4			4.9			0.6	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	147.1		20.6	6.2	153.2		20.6				
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4				
Max Green Setting (Gmax), s	* 6	* 1.1E2		43.0	6.1	* 1.1E2		43.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0		2.3	2.0	19.7		13.0				
Green Ext Time (p_c), s	0.0	108.2		0.0	0.0	85.4		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

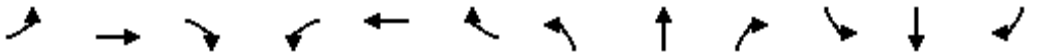
5: Tara Blvd (SR 3) & Old Poston Rd Performance by movement

Movement	EBT	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	8.9	7.6	30.2	12.3	3.7	22.3	14.2	10.9	13.4

Intersection: 5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	R	L	T	T	T	R	L	T	T	T
Maximum Queue (ft)	12	42	27	206	227	197	24	69	104	79	130
Average Queue (ft)	7	28	7	92	95	103	9	44	40	51	89
95th Queue (ft)	17	50	24	244	242	230	28	89	101	77	127
Link Distance (ft)	1573	673		458	458	458			1448	1448	1448
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			385				310	385			
Storage Blk Time (%)											
Queuing Penalty (veh)											

17: Tara Blvd (SR 3) & DW 2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	1485	0	21	2200	158
Future Volume (veh/h)	141	0	69	0	0	0	148	1485	0	21	2200	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	1614	0	23	2391	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	199	0	177				215	3718	0	269	3020	
Arrive On Green	0.11	0.00	0.11				0.05	0.73	0.00	0.60	0.60	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	313	5025	1610
Grp Volume(v), veh/h	153	0	75				161	1614	0	23	2391	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	313	1675	1610
Q Serve(g_s), s	7.4	0.0	3.9				2.8	11.1	0.0	2.8	32.5	0.0
Cycle Q Clear(g_c), s	7.4	0.0	3.9				2.8	11.1	0.0	2.8	32.5	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	177				215	3718	0	269	3020	
V/C Ratio(X)	0.77	0.00	0.42				0.75	0.43	0.00	0.09	0.79	
Avail Cap(c_a), veh/h	363	0	323				257	3844	0	269	3028	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	0.0	37.2				20.1	4.7	0.0	7.7	13.6	0.0
Incr Delay (d2), s/veh	6.2	0.0	1.6				9.5	0.1	0.0	0.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	2.9				4.4	3.8	0.0	0.3	14.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	38.9				29.7	4.7	0.0	7.8	15.1	0.0
LnGrp LOS	D	A	D				C	A	A	A	B	
Approach Vol, veh/h		228						1775			2414	A
Approach Delay, s/veh		43.0						7.0			15.0	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.9	60.9				72.8		16.8				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	7.0	54.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	4.8	34.5				13.1		9.4				
Green Ext Time (p_c), s	0.1	19.4				46.6		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

4: Tara Blvd (SR 3) & Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	22	0	0	0	121	3338	0	2	1674	81
Future Volume (veh/h)	95	0	22	0	0	0	121	3338	0	2	1674	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1900	1900	1900	1900	1870	1841	1900	1900	1796	1544
Adj Flow Rate, veh/h	104	0	0	0	0	0	133	3668	0	2	1840	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	0	0	0	0	0	2	4	0	0	7	24
Cap, veh/h	161	0		0	160	0	232	4031	0	57	3775	
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.00	0.03	0.80	0.00	0.00	0.52	0.00
Sat Flow, veh/h	1440	0	1610	0	1900	0	1781	5191	0	1810	4904	1309
Grp Volume(v), veh/h	104	0	0	0	0	0	133	3668	0	2	1840	0
Grp Sat Flow(s),veh/h/ln	1440	0	1610	0	1900	0	1781	1675	0	1810	1635	1309
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	0.0	2.7	96.2	0.0	0.0	43.7	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	0.0	0.0	0.0	2.7	96.2	0.0	0.0	43.7	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	0		0	160	0	232	4031	0	57	3775	
V/C Ratio(X)	0.65	0.00		0.00	0.00	0.00	0.57	0.91	0.00	0.04	0.49	
Avail Cap(c_a), veh/h	384	0		0	454	0	263	4031	0	111	3775	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	81.4	0.0	0.0	0.0	0.0	0.0	15.5	13.0	0.0	28.6	20.6	0.0
Incr Delay (d2), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	0.0	0.0	0.0	3.2	29.4	0.0	0.1	24.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	0.0	0.0	0.0	0.0	0.0	15.6	13.4	0.0	28.6	21.0	0.0
LnGrp LOS	F	A		A	A	A	B	B	A	C	C	
Approach Vol, veh/h		104	A		0			3801			1842	A
Approach Delay, s/veh		86.5			0.0			13.5			21.0	
Approach LOS		F						B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	145.2		22.5	6.5	151.0		22.5				
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4				
Max Green Setting (Gmax), s	* 9.1	* 1.1E2		43.0	6.0	* 1.1E2		43.0				
Max Q Clear Time (g_c+I1), s	4.7	45.7		0.0	2.0	98.2		14.8				
Green Ext Time (p_c), s	0.1	59.9		0.0	0.0	12.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

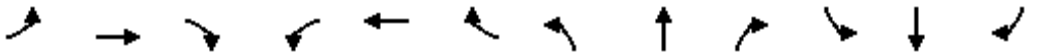
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	12.4	15.3	22.0	16.6	7.8	23.0	6.8	14.0

Intersection: 5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	R	L	T	T	T	R	L	T	T	T
Maximum Queue (ft)	35	78	23	463	468	463	25	48	77	79	84
Average Queue (ft)	28	31	6	167	181	181	9	30	23	30	29
95th Queue (ft)	42	75	20	419	430	447	27	58	72	84	89
Link Distance (ft)	1574	670		452	452	452			1447	1447	1447
Upstream Blk Time (%)				2	2	2					
Queuing Penalty (veh)				19	17	25					
Storage Bay Dist (ft)			385				310	385			
Storage Blk Time (%)				4		8					
Queuing Penalty (veh)				1		4					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	0	105	0	0	0	60	3256	0	24	1609	57
Future Volume (veh/h)	169	0	105	0	0	0	60	3256	0	24	1609	57
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1796	1900
Adj Flow Rate, veh/h	184	0	114				65	3539	0	26	1749	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	7	0
Cap, veh/h	229	0	204				264	3669	0	81	2973	
Arrive On Green	0.13	0.00	0.13				0.04	0.72	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	46	4904	1610
Grp Volume(v), veh/h	184	0	114				65	3539	0	26	1749	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	46	1635	1610
Q Serve(g_s), s	9.3	0.0	6.2				1.2	60.0	0.0	8.0	20.5	0.0
Cycle Q Clear(g_c), s	9.3	0.0	6.2				1.2	60.0	0.0	56.9	20.5	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	204				264	3669	0	81	2973	
V/C Ratio(X)	0.80	0.00	0.56				0.25	0.96	0.00	0.32	0.59	
Avail Cap(c_a), veh/h	347	0	309				301	3669	0	81	2973	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	38.5				8.8	11.8	0.0	46.3	11.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	2.4				0.5	8.3	0.0	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	4.6				0.6	21.7	0.0	1.1	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	0.0	40.9				9.3	20.1	0.0	48.6	11.6	0.0
LnGrp LOS	D	A	D				A	C	A	D	B	
Approach Vol, veh/h		298						3604			1775	A
Approach Delay, s/veh		45.1						20.0			12.2	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.1	63.9				75.0		18.9				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	6.0	55.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	3.2	58.9				62.0		11.3				
Green Ext Time (p_c), s	0.0	0.0				6.0		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

4: Tara Blvd (SR 3) & Poston Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	0	52	4	0	0	92	1947	0	1	2827	135
Future Volume (veh/h)	99	0	52	4	0	0	92	1947	0	1	2827	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	907	1900	1900	1900	1841	1900	1900	1856	1752
Adj Flow Rate, veh/h	106	0	0	4	0	0	99	2094	0	1	3040	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	67	0	0	0	4	0	0	3	10
Cap, veh/h	163	0		189	0	0	159	4034	0	175	3896	
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.00	0.03	0.80	0.00	0.00	1.00	0.00
Sat Flow, veh/h	1449	0	1610	1753	0	0	1810	5191	0	1810	5066	1485
Grp Volume(v), veh/h	106	0	0	4	0	0	99	2094	0	1	3040	0
Grp Sat Flow(s),veh/h/ln	1449	0	1610	1753	0	0	1810	1675	0	1810	1689	1485
Q Serve(g_s), s	12.6	0.0	0.0	0.0	0.0	0.0	2.0	25.4	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0	0.4	0.0	0.0	2.0	25.4	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	0		189	0	0	159	4034	0	175	3896	
V/C Ratio(X)	0.65	0.00		0.02	0.00	0.00	0.62	0.52	0.00	0.01	0.78	
Avail Cap(c_a), veh/h	385	0		411	0	0	160	4034	0	232	3896	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	81.2	0.0	0.0	75.5	0.0	0.0	16.4	6.0	0.0	5.8	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.1	0.0	0.0	4.0	0.4	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.0	0.0	0.3	0.0	0.0	4.3	10.9	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	0.0	0.0	75.6	0.0	0.0	20.3	6.4	0.0	5.8	0.8	0.0
LnGrp LOS	F	A		E	A	A	C	A	A	A	A	
Approach Vol, veh/h		106	A		4			2193			3041	A
Approach Delay, s/veh		86.4			75.6			7.0			0.8	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	145.0		22.7	6.2	151.1		22.7				
Change Period (Y+Rc), s	* 6.3	* 6.6		7.4	5.9	* 6.6		7.4				
Max Green Setting (Gmax), s	* 6	* 1.1E2		43.0	6.0	* 1.1E2		43.0				
Max Q Clear Time (g_c+I1), s	4.0	2.0		2.4	2.0	27.4		15.0				
Green Ext Time (p_c), s	0.0	108.2		0.0	0.0	82.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

5: Tara Blvd (SR 3) & Old Poston Rd Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Del/Veh (s)	19.1	2.3	16.8	41.4	8.0	1.3	20.6	10.1	7.1	10.2

Intersection: 5: Tara Blvd (SR 3) & Old Poston Rd

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	R	L	T	T	T	L	T	T	T
Maximum Queue (ft)	12	103	72	140	145	125	88	99	145	197
Average Queue (ft)	10	59	32	47	61	50	35	49	59	86
95th Queue (ft)	18	112	77	128	162	127	85	109	161	201
Link Distance (ft)	1573	673		458	458	458		1448	1448	1448
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			385				385			
Storage Blk Time (%)										
Queuing Penalty (veh)										

17: Tara Blvd (SR 3) & DW 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	69	0	0	0	148	1809	0	22	2673	158
Future Volume (veh/h)	141	0	69	0	0	0	148	1809	0	22	2673	158
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				1900	1856	0	1870	1841	1900
Adj Flow Rate, veh/h	153	0	75				161	1966	0	24	2905	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	3	0	2	4	0
Cap, veh/h	197	0	176				183	3742	0	206	3057	
Arrive On Green	0.11	0.00	0.11				0.05	0.74	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1810	0	1610				1810	5233	0	223	5025	1610
Grp Volume(v), veh/h	153	0	75				161	1966	0	24	2905	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				1810	1689	0	223	1675	1610
Q Serve(g_s), s	7.6	0.0	4.0				3.8	15.2	0.0	4.7	49.4	0.0
Cycle Q Clear(g_c), s	7.6	0.0	4.0				3.8	15.2	0.0	8.0	49.4	0.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	176				183	3742	0	206	3057	
V/C Ratio(X)	0.77	0.00	0.43				0.88	0.53	0.00	0.12	0.95	
Avail Cap(c_a), veh/h	354	0	315				183	3742	0	206	3057	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	38.3				26.6	5.1	0.0	9.4	16.7	0.0
Incr Delay (d2), s/veh	6.4	0.0	1.6				35.4	0.1	0.0	0.2	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	3.0				6.7	5.2	0.0	0.4	22.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	0.0	39.9				62.0	5.3	0.0	9.7	24.4	0.0
LnGrp LOS	D	A	D				E	A	A	A	C	
Approach Vol, veh/h		228						2127			2929	A
Approach Delay, s/veh		44.2						9.6			24.3	
Approach LOS		D						A			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.0	63.0				75.0		17.0				
Change Period (Y+Rc), s	7.0	7.0				7.0		7.0				
Max Green Setting (Gmax), s	5.0	56.0				68.0		18.0				
Max Q Clear Time (g_c+I1), s	5.8	51.4				17.2		9.6				
Green Ext Time (p_c), s	0.0	4.6				47.8		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TARA BLVD (SR 3) & BETTY TALMADGE AVE

RCUT

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	0	0	69	2	2697	5	35	1415	4
Future Vol, veh/h	0	0	24	0	0	69	2	2697	5	35	1415	4
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	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	0	0	27	0	0	78	2	3030	6	39	1590	4

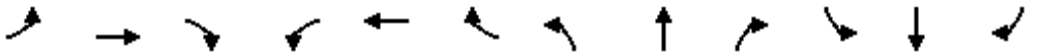
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	795	-	-	1515	1594	0	0	3036	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	7.22	5.3	-	-	5.88	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.99	-	-	3.96	3.1	-	-	3.39	-	-
Pot Cap-1 Maneuver	0	0	272	0	0	89	204	-	-	~ 23	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	272	-	-	89	204	-	-	~ 23	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	145.7	0	16.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	204	-	-	272	89	~ 23	-	-
HCM Lane V/C Ratio	0.011	-	-	0.099	0.871	1.71	-	-
HCM Control Delay (s)	22.8	-	-	19.7	145.7	$ 703.2	-	-
HCM Lane LOS	C	-	-	C	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	4.7	5	-	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	144	189	43	123	15	158	2485	10	20	1312	107
Future Volume (veh/h)	194	144	189	43	123	15	158	2485	10	20	1312	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	211	157	0	47	134	16	172	2701	0	22	1426	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	118	202		110	153	18	323	3592		90	3347	
Arrive On Green	0.04	0.11	0.00	0.02	0.09	0.09	0.04	0.71	0.00	0.01	0.68	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1613	193	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	211	157	0	47	0	150	172	2701	0	22	1426	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1806	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.3	14.6	0.0	4.1	0.0	14.8	5.2	59.8	0.0	0.9	23.4	0.0
Cycle Q Clear(g_c), s	6.3	14.6	0.0	4.1	0.0	14.8	5.2	59.8	0.0	0.9	23.4	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	202		110	0	172	323	3592		90	3347	
V/C Ratio(X)	1.79	0.78		0.43	0.00	0.87	0.53	0.75		0.24	0.43	
Avail Cap(c_a), veh/h	118	505		110	0	462	452	3592		100	3347	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.2	78.3	0.0	73.4	0.0	80.4	10.4	16.3	0.0	19.9	12.8	0.0
Incr Delay (d2), s/veh	387.6	4.7	0.0	1.9	0.0	10.0	0.5	1.5	0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.1	11.8	0.0	0.4	0.0	11.8	3.4	28.3	0.0	0.6	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	466.8	83.0	0.0	75.3	0.0	90.3	10.9	17.8	0.0	20.4	13.2	0.0
LnGrp LOS	F	F		E	A	F	B	B		C	B	
Approach Vol, veh/h		368	A		197			2873	A		1448	A
Approach Delay, s/veh		303.1			86.7			17.4			13.3	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	129.2	12.8	24.1	9.2	133.9	10.6	26.3
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	20.3	* 81	6.3	46.0	4.0	* 97	4.1	48.2
Max Q Clear Time (g_c+I1), s	7.2	25.4	8.3	16.8	2.9	61.8	6.1	16.6
Green Ext Time (p_c), s	0.2	49.8	0.0	0.3	0.0	35.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	41	18	24	6	6	106	34	6	2702	24	71	1420	24
Future Vol, veh/h	41	18	24	6	6	106	34	6	2702	24	71	1420	24
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	20	26	7	7	115	37	7	2937	26	77	1543	26

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	2963	4722	772	3806	4722	1469	1127	1543	0	0	2937	0	0
Stage 1	1697	1697	-	3025	3025	-	-	-	-	-	-	-	-
Stage 2	1266	3025	-	781	1697	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 15	~ 1	294	~ 4	~ 1	~ 100	373	212	-	-	~ 41	-	-
Stage 1	64	147	-	7	30	-	-	-	-	-	-	-	-
Stage 2	160	30	-	321	147	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	294	-	0	~ 100	314	314	-	-	~ 41	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	55	0	-	~ 6	26	-	-	-	-	-	-	-	-
Stage 2	-	26	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	29.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	314	-	-	-	-	~ 41	-	-
HCM Lane V/C Ratio	0.138	-	-	-	-	1.882	-	-
HCM Control Delay (s)	18.3	-	-	-	-	$ 628.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-	8.1	-	-

Notes

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	18	0	0	19	15	1588	17	68	2219	17
Future Vol, veh/h	0	0	18	0	0	19	15	1588	17	68	2219	17
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	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	0	0	19	0	0	20	16	1708	18	73	2386	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1193	-	-	854	2404	0	0	1726	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	0	0	156	0	0	263	80	-	-	161	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	156	-	-	263	80	-	-	161	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.3	19.8	0.6	1.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	156	263	161	-	-
HCM Lane V/C Ratio	0.202	-	-	0.124	0.078	0.454	-	-
HCM Control Delay (s)	61	-	-	31.3	19.8	44.7	-	-
HCM Lane LOS	F	-	-	D	C	E	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.4	0.3	2.1	-	-

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	162	188	180	179	15	157	1476	18	23	2106	108
Future Volume (veh/h)	121	162	188	180	179	15	157	1476	18	23	2106	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	129	172	0	191	190	16	167	1570	0	24	2240	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	118	224		149	211	18	186	3419		223	3285	
Arrive On Green	0.04	0.12	0.00	0.04	0.12	0.12	0.05	0.68	0.00	0.02	0.65	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1715	144	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	129	172	0	191	0	206	167	1570	0	24	2240	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1859	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	26.1	0.0	0.9	50.1	0.0
Cycle Q Clear(g_c), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	26.1	0.0	0.9	50.1	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	224		149	0	229	186	3419		223	3285	
V/C Ratio(X)	1.09	0.77		1.28	0.00	0.90	0.90	0.46		0.11	0.68	
Avail Cap(c_a), veh/h	118	476		149	0	475	255	3419		257	3285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.0	77.0	0.0	77.3	0.0	77.8	37.5	13.4	0.0	11.6	19.9	0.0
Incr Delay (d2), s/veh	110.5	4.1	0.0	169.1	0.0	9.5	21.3	0.4	0.0	0.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	12.6	0.0	16.7	0.0	15.2	9.9	14.3	0.0	0.6	25.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.6	81.1	0.0	246.5	0.0	87.3	58.9	13.8	0.0	11.6	21.1	0.0
LnGrp LOS	F	F		F	A	F	E	B		B	C	
Approach Vol, veh/h		301	A		397			1737	A		2264	A
Approach Delay, s/veh		126.7			163.9			18.2			21.0	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	123.0	12.8	29.1	9.3	128.8	13.7	28.2
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	15.5	* 86	6.3	46.0	6.5	* 95	7.2	45.1
Max Q Clear Time (g_c+I1), s	8.4	52.1	8.3	21.7	2.9	28.1	9.2	17.8
Green Ext Time (p_c), s	0.1	33.6	0.0	0.5	0.0	61.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	57.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	24	6	6	24	18	71	40	24	1537	6	106	2264	41
Future Vol, veh/h	24	6	6	24	18	71	40	24	1537	6	106	2264	41
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	7	7	26	20	77	43	26	1671	7	115	2461	45

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3507	4500	1231	3027	4500	836	1796	2461	0	0	1671	0	0
Stage 1	2691	2691	-	1809	1809	-	-	-	-	-	-	-	-
Stage 2	816	1809	-	1218	2691	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	~ 1	145	~ 14	~ 1	267	157	73	-	-	183	-	-
Stage 1	~ 12	45	-	53	129	-	-	-	-	-	-	-	-
Stage 2	306	129	-	172	45	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 1	0	145	~ 3	0	267	108	108	-	-	183	-	-
Mov Cap-2 Maneuver	~ 1	0	-	~ 3	0	-	-	-	-	-	-	-	-
Stage 1	~ 4	17	-	~ 19	45	-	-	-	-	-	-	-	-
Stage 2	43	45	-	38	~ 17	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1363.6	$ 1594.6	3.4	2.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	108	-	-	14	31	183	-	-
HCM Lane V/C Ratio	0.644	-	-	2.795	3.962	0.63	-	-
HCM Control Delay (s)	85.3	-	-	$ 1363.6	$ 1594.6	53.2	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	3.2	-	-	5.7	14.6	3.6	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	29	0	0	81	2	3276	6	37	1698	5
Future Vol, veh/h	0	0	29	0	0	81	2	3276	6	37	1698	5
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	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	0	0	33	0	0	91	2	3681	7	42	1908	6

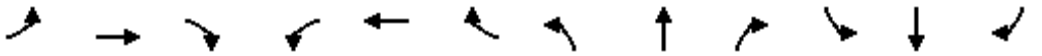
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	954	-	-	1841	1908	0	-	3681	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	7.22	5.3	-	-	5.88	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.99	-	-	3.96	3.1	-	-	3.39	-	-
Pot Cap-1 Maneuver	0	0	212	0	0	~ 53	143	-	0	~ 9	-	0
Stage 1	0	0	-	0	0	-	-	-	0	-	-	0
Stage 2	0	0	-	0	0	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	212	-	-	~ 53	143	-	-	~ 9	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	$ 514.5	0	52.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	143	-	212	53	~ 9	-
HCM Lane V/C Ratio	0.016	-	0.154	1.717	4.619	-
HCM Control Delay (s)	30.6	-	25	$ 514.5	$ 2441.9	-
HCM Lane LOS	D	-	D	F	F	-
HCM 95th %tile Q(veh)	0	-	0.5	8.7	6.5	-

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

7: Tara Blvd (SR 3) & Mundys Mill Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	176	231	52	150	18	193	3017	12	24	1572	131
Future Volume (veh/h)	237	176	231	52	150	18	193	3017	12	24	1572	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	258	191	0	57	163	20	210	3279	0	26	1709	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	118	237		111	182	22	266	3492		67	3213	
Arrive On Green	0.04	0.13	0.00	0.02	0.11	0.11	0.05	0.69	0.00	0.02	0.66	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1608	197	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	258	191	0	57	0	183	210	3279	0	26	1709	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1805	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.3	17.7	0.0	4.1	0.0	18.0	6.8	102.7	0.0	1.2	33.2	0.0
Cycle Q Clear(g_c), s	6.3	17.7	0.0	4.1	0.0	18.0	6.8	102.7	0.0	1.2	33.2	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	237		111	0	205	266	3492		67	3213	
V/C Ratio(X)	2.19	0.81		0.52	0.00	0.89	0.79	0.94		0.39	0.53	
Avail Cap(c_a), veh/h	118	505		111	0	461	378	3492		75	3213	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.5	76.6	0.0	73.4	0.0	78.7	20.7	24.6	0.0	46.3	16.4	0.0
Incr Delay (d2), s/veh	561.7	4.8	0.0	3.2	0.0	9.8	4.4	6.4	0.0	1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	32.5	13.8	0.0	1.3	0.0	13.8	8.3	48.0	0.0	1.4	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	639.1	81.4	0.0	76.6	0.0	88.5	25.1	31.1	0.0	47.7	17.1	0.0
LnGrp LOS	F	F		E	A	F	C	C		D	B	
Approach Vol, veh/h		449	A		240			3489	A		1735	A
Approach Delay, s/veh		401.9			85.7			30.7			17.5	
Approach LOS		F			F			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	124.2	12.8	27.4	9.4	130.4	10.6	29.6
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	20.3	* 81	6.3	46.0	4.0	* 97	4.1	48.2
Max Q Clear Time (g_c+I1), s	8.8	35.2	8.3	20.0	3.2	104.7	6.1	19.7
Green Ext Time (p_c), s	0.2	44.1	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	35.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	50	22	29	7	7	129	41	7	3280	29	87	1662	29
Future Vol, veh/h	50	22	29	7	7	129	41	7	3280	29	87	1662	29
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	24	32	8	8	140	45	8	3565	32	95	1807	32

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3533	5668	904	4596	5668	1783	1319	1807	0	0	3565	0	0
Stage 1	1997	1997	-	3671	3671	-	-	-	-	-	-	-	-
Stage 2	1536	3671	-	925	1997	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 7	0	240	~ 1	0	~ 61	292	157	-	-	~ 19	-	-
Stage 1	~ 39	104	-	~ 2	13	-	-	-	-	-	-	-	-
Stage 2	108	~ 13	-	262	104	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	240	-	0	~ 61	235	235	-	-	~ 19	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	~ 30	0	-	~ 2	10	-	-	-	-	-	-	-	-
Stage 2	-	~ 10	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.4	107.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	235	-	-	-	-	~ 19	-	-
HCM Lane V/C Ratio	0.222	-	-	-	-	4.977	-	-
HCM Control Delay (s)	24.6	-	-	-	-	$ 2196.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-	12.3	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	21	0	0	98	18	1908	20	79	2686	21
Future Vol, veh/h	0	0	21	0	0	98	18	1908	20	79	2686	21
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	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	405	-	415	410	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	0	0	23	0	0	105	19	2052	22	85	2888	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1444	-	-	1026	2888	0	-	2052	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	0	0	106	0	0	202	45	-	0	109	-	0
Stage 1	0	0	-	0	0	-	-	-	0	-	-	0
Stage 2	0	0	-	0	0	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	106	-	-	202	45	-	-	109	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.9	40.8	1.3	3.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	45	-	106	202	109	-
HCM Lane V/C Ratio	0.43	-	0.213	0.522	0.779	-
HCM Control Delay (s)	135.5	-	47.9	40.8	106.9	-
HCM Lane LOS	F	-	E	E	F	-
HCM 95th %tile Q(veh)	1.5	-	0.8	2.7	4.3	-

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	198	229	220	218	18	192	1771	22	27	2548	132
Future Volume (veh/h)	148	198	229	220	218	18	192	1771	22	27	2548	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	157	211	0	234	232	19	204	1884	0	29	2711	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	115	272		150	253	21	187	3298		166	3031	
Arrive On Green	0.03	0.14	0.00	0.04	0.15	0.15	0.08	0.66	0.00	0.02	0.60	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1719	141	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	157	211	0	234	0	251	204	1884	0	29	2711	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1860	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	6.0	19.3	0.0	6.7	0.0	23.9	13.5	37.1	0.0	1.3	83.3	0.0
Cycle Q Clear(g_c), s	6.0	19.3	0.0	6.7	0.0	23.9	13.5	37.1	0.0	1.3	83.3	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	272		150	0	274	187	3298		166	3031	
V/C Ratio(X)	1.37	0.77		1.56	0.00	0.92	1.09	0.57		0.18	0.89	
Avail Cap(c_a), veh/h	115	478		150	0	475	187	3298		196	3031	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	75.0	74.3	0.0	76.0	0.0	75.6	63.8	17.0	0.0	15.8	31.3	0.0
Incr Delay (d2), s/veh	210.7	3.5	0.0	282.9	0.0	11.4	92.5	0.7	0.0	0.2	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.1	14.7	0.0	24.2	0.0	18.0	19.9	19.5	0.0	0.8	41.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.7	77.8	0.0	358.9	0.0	87.1	156.3	17.7	0.0	16.0	35.8	0.0
LnGrp LOS	F	E		F	A	F	F	B		B	D	
Approach Vol, veh/h		368	A		485			2088	A		2740	A
Approach Delay, s/veh		166.5			218.2			31.3			35.6	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	114.0	12.5	33.5	9.6	124.4	13.2	32.8
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	13.5	* 88	6.0	46.0	6.5	* 95	6.7	45.3
Max Q Clear Time (g_c+I1), s	15.5	85.3	8.0	25.9	3.3	39.1	8.7	21.3
Green Ext Time (p_c), s	0.0	2.9	0.0	0.6	0.0	54.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	29	7	7	29	22	87	49	29	1921	7	129	2737	50
Future Vol, veh/h	29	7	7	29	22	87	49	29	1921	7	129	2737	50
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	8	8	32	24	95	53	32	2088	8	140	2975	54

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	4272	5513	1488	3732	5513	1044	2172	2975	0	0	2088	0	0
Stage 1	3255	3255	-	2258	2258	-	-	-	-	-	-	-	-
Stage 2	1017	2258	-	1474	3255	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 2	0	97	~ 5	0	194	96	39	-	-	~ 113	-	-
Stage 1	~ 4	22	-	~ 25	76	-	-	-	-	-	-	-	-
Stage 2	229	76	-	118	~ 22	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	97	-	0	194	60	60	-	-	~ 113	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	~ 4	0	-	~ 25	0	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			14.4	10.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	60	-	-	-	-	~ 113	-	-
HCM Lane V/C Ratio	1.413	-	-	-	-	1.241	-	-
HCM Control Delay (s)	$ 371.1	-	-	-	-	235	-	-
HCM Lane LOS	F	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	7.4	-	-	-	-	9.1	-	-

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

RIRO

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	2.5

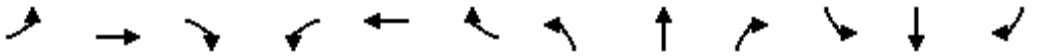
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	0	0	69	0	2699	40	0	1450	6
Future Vol, veh/h	0	0	24	0	0	69	0	2699	40	0	1450	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	-	-	415	-	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	0	0	27	0	0	78	0	3033	45	0	1629	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	815	-	-	1517	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	7.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.99	-	-	3.96	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	264	0	0	89	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	264	-	-	89	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	145.7	0	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	264	89	-
HCM Lane V/C Ratio	-	0.102	0.871	-
HCM Control Delay (s)	-	20.2	145.7	-
HCM Lane LOS	-	C	F	-
HCM 95th %tile Q(veh)	-	0.3	4.7	-

7: Tara Blvd (SR 3) & Mundys Mill Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	144	189	43	123	15	158	2485	10	55	1312	107
Future Volume (veh/h)	194	144	189	43	123	15	158	2485	10	55	1312	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	211	157	0	47	134	16	172	2701	0	60	1426	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	118	202		110	153	18	324	3554		99	3346	
Arrive On Green	0.04	0.11	0.00	0.02	0.09	0.09	0.04	0.70	0.00	0.02	0.68	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1613	193	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	211	157	0	47	0	150	172	2701	0	60	1426	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1806	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.3	14.6	0.0	4.1	0.0	14.8	5.3	61.3	0.0	2.5	23.4	0.0
Cycle Q Clear(g_c), s	6.3	14.6	0.0	4.1	0.0	14.8	5.3	61.3	0.0	2.5	23.4	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	202		110	0	172	324	3554		99	3346	
V/C Ratio(X)	1.79	0.78		0.43	0.00	0.87	0.53	0.76		0.61	0.43	
Avail Cap(c_a), veh/h	118	505		110	0	462	452	3554		99	3346	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.2	78.3	0.0	73.4	0.0	80.4	10.4	17.2	0.0	34.3	12.8	0.0
Incr Delay (d2), s/veh	387.6	4.7	0.0	1.9	0.0	10.0	0.5	1.6	0.0	7.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.1	11.8	0.0	0.4	0.0	11.8	3.4	29.1	0.0	3.6	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	466.8	83.0	0.0	75.3	0.0	90.3	10.9	18.7	0.0	41.7	13.2	0.0
LnGrp LOS	F	F		E	A	F	B	B		D	B	
Approach Vol, veh/h		368	A		197			2873	A		1486	A
Approach Delay, s/veh		303.1			86.7			18.3			14.3	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	129.1	12.8	24.1	10.5	132.6	10.6	26.3
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	20.3	* 81	6.3	46.0	4.0	* 97	4.1	48.2
Max Q Clear Time (g_c+I1), s	7.3	25.4	8.3	16.8	4.5	63.3	6.1	16.6
Green Ext Time (p_c), s	0.2	49.8	0.0	0.3	0.0	34.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	41	18	24	6	6	106	36	6	2702	24	71	1420	24
Future Vol, veh/h	41	18	24	6	6	106	36	6	2702	24	71	1420	24
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	20	26	7	7	115	39	7	2937	26	77	1543	26

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	2967	4726	772	3810	4726	1469	1127	1543	0	0	2937	0	0
Stage 1	1697	1697	-	3029	3029	-	-	-	-	-	-	-	-
Stage 2	1270	3029	-	781	1697	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 15	~ 1	294	~ 4	~ 1	~ 100	373	212	-	-	~ 41	-	-
Stage 1	64	147	-	7	30	-	-	-	-	-	-	-	-
Stage 2	159	30	-	321	147	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	294	-	0	~ 100	315	315	-	-	~ 41	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	55	0	-	~ 6	26	-	-	-	-	-	-	-	-
Stage 2	-	26	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.3	29.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	315	-	-	-	-	~ 41	-	-
HCM Lane V/C Ratio	0.145	-	-	-	-	1.882	-	-
HCM Control Delay (s)	18.3	-	-	-	-	$ 628.6	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-	8.1	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	18	0	0	19	0	1603	85	0	2287	32
Future Vol, veh/h	0	0	18	0	0	19	0	1603	85	0	2287	32
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	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	-	-	415	-	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	0	0	19	0	0	20	0	1724	91	0	2459	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1230	-	-	862	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	148	0	0	259	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	148	-	-	259	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33	20.1	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	148	259	-
HCM Lane V/C Ratio	-	0.131	0.079	-
HCM Control Delay (s)	-	33	20.1	-
HCM Lane LOS	-	D	C	-
HCM 95th %tile Q(veh)	-	0.4	0.3	-

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	162	188	180	179	15	157	1476	18	91	2106	108
Future Volume (veh/h)	121	162	188	180	179	15	157	1476	18	91	2106	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	129	172	0	191	190	16	167	1570	0	97	2240	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	118	224		149	211	18	186	3339		242	3285	
Arrive On Green	0.04	0.12	0.00	0.04	0.12	0.12	0.05	0.66	0.00	0.03	0.65	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1715	144	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	129	172	0	191	0	206	167	1570	0	97	2240	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1859	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	27.4	0.0	3.7	50.1	0.0
Cycle Q Clear(g_c), s	6.3	15.8	0.0	7.2	0.0	19.7	6.4	27.4	0.0	3.7	50.1	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	224		149	0	229	186	3339		242	3285	
V/C Ratio(X)	1.09	0.77		1.28	0.00	0.90	0.90	0.47		0.40	0.68	
Avail Cap(c_a), veh/h	118	476		149	0	475	255	3339		250	3285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.0	77.0	0.0	77.3	0.0	77.8	36.8	14.7	0.0	12.3	19.9	0.0
Incr Delay (d2), s/veh	110.5	4.1	0.0	169.1	0.0	9.5	21.3	0.5	0.0	0.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	12.6	0.0	16.7	0.0	15.2	9.8	15.0	0.0	2.3	25.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.6	81.1	0.0	246.5	0.0	87.3	58.1	15.2	0.0	12.7	21.1	0.0
LnGrp LOS	F	F		F	A	F	E	B		B	C	
Approach Vol, veh/h		301	A		397			1737	A		2337	A
Approach Delay, s/veh		126.7			163.9			19.3			20.7	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	123.0	12.8	29.1	12.2	125.9	13.7	28.2
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	15.5	* 86	6.3	46.0	6.5	* 95	7.2	45.1
Max Q Clear Time (g_c+I1), s	8.4	52.1	8.3	21.7	5.7	29.4	9.2	17.8
Green Ext Time (p_c), s	0.1	33.6	0.0	0.5	0.0	60.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	58

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	24	6	6	24	18	71	55	24	1537	6	106	2264	41
Future Vol, veh/h	24	6	6	24	18	71	55	24	1537	6	106	2264	41
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	7	7	26	20	77	60	26	1671	7	115	2461	45

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3541	4534	1231	3061	4534	836	1796	2461	0	0	1671	0	0
Stage 1	2691	2691	-	1843	1843	-	-	-	-	-	-	-	-
Stage 2	850	1843	-	1218	2691	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 6	~ 1	145	~ 13	~ 1	267	157	73	-	-	183	-	-
Stage 1	~ 12	45	-	50	124	-	-	-	-	-	-	-	-
Stage 2	291	124	-	172	45	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 1	0	145	~ 3	0	267	114	114	-	-	183	-	-
Mov Cap-2 Maneuver	~ 1	0	-	~ 3	0	-	-	-	-	-	-	-	-
Stage 1	~ 3	17	-	~ 12	31	-	-	-	-	-	-	-	-
Stage 2	~ 19	31	-	38	~ 17	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1363.6	$ 1594.6	4.8	2.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	114	-	-	14	31	183	-	-
HCM Lane V/C Ratio	0.753	-	-	2.795	3.962	0.63	-	-
HCM Control Delay (s)	98.5	-	-	$ 1363.6	$ 1594.6	53.2	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	4.2	-	-	5.7	14.6	3.6	-	-

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	29	0	0	81	0	3276	43	0	1698	7
Future Vol, veh/h	0	0	29	0	0	81	0	3276	43	0	1698	7
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	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	-	-	415	-	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	9	14	0	6	0	3	0	29	7	0
Mvmt Flow	0	0	33	0	0	91	0	3681	48	0	1908	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	954	-	-	1841	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.28	-	-	7.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.99	-	-	3.96	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	212	0	0	~ 53	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	212	-	-	~ 53	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	$ 514.5	0	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	212	53	-
HCM Lane V/C Ratio	-	0.154	1.717	-
HCM Control Delay (s)	-	25	$ 514.5	-
HCM Lane LOS	-	D	F	-
HCM 95th %tile Q(veh)	-	0.5	8.7	-

Notes

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

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	176	231	52	150	18	193	3017	12	61	1572	131
Future Volume (veh/h)	237	176	231	52	150	18	193	3017	12	61	1572	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1885	1811	1841	1604	1885	1856	1900	1411	1796	1811
Adj Flow Rate, veh/h	258	191	0	57	163	20	210	3279	0	66	1709	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	1	1	6	4	20	1	3	0	33	7	6
Cap, veh/h	118	237		111	182	22	267	3461		74	3209	
Arrive On Green	0.04	0.13	0.00	0.02	0.11	0.11	0.05	0.68	0.00	0.02	0.65	0.00
Sat Flow, veh/h	1767	1885	1598	1725	1608	197	1795	5066	1610	1344	4904	1535
Grp Volume(v), veh/h	258	191	0	57	0	183	210	3279	0	66	1709	0
Grp Sat Flow(s),veh/h/ln	1767	1885	1598	1725	0	1805	1795	1689	1610	1344	1635	1535
Q Serve(g_s), s	6.3	17.7	0.0	4.1	0.0	18.0	6.9	104.7	0.0	3.0	33.3	0.0
Cycle Q Clear(g_c), s	6.3	17.7	0.0	4.1	0.0	18.0	6.9	104.7	0.0	3.0	33.3	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	237		111	0	205	267	3461		74	3209	
V/C Ratio(X)	2.19	0.81		0.52	0.00	0.89	0.79	0.95		0.89	0.53	
Avail Cap(c_a), veh/h	118	505		111	0	461	378	3461		74	3209	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.5	76.6	0.0	73.4	0.0	78.7	20.4	25.6	0.0	47.8	16.5	0.0
Incr Delay (d2), s/veh	561.7	4.8	0.0	3.2	0.0	9.8	4.4	7.2	0.0	65.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	32.5	13.8	0.0	1.3	0.0	13.8	8.0	49.3	0.0	5.9	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	639.1	81.4	0.0	76.6	0.0	88.5	24.7	32.8	0.0	113.3	17.1	0.0
LnGrp LOS	F	F		E	A	F	C	C		F	B	
Approach Vol, veh/h		449	A		240			3489	A		1775	A
Approach Delay, s/veh		401.9			85.7			32.3			20.7	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	124.1	12.8	27.4	10.5	129.3	10.6	29.6
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	20.3	* 81	6.3	46.0	4.0	* 97	4.1	48.2
Max Q Clear Time (g_c+I1), s	8.9	35.3	8.3	20.0	5.0	106.7	6.1	19.7
Green Ext Time (p_c), s	0.2	44.1	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	35.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	50	22	29	7	7	129	43	7	3278	29	87	1662	29
Future Vol, veh/h	50	22	29	7	7	129	43	7	3278	29	87	1662	29
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	24	32	8	8	140	47	8	3563	32	95	1807	32

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	3536	5670	904	4598	5670	1782	1319	1807	0	0	3563	0	0
Stage 1	1997	1997	-	3673	3673	-	-	-	-	-	-	-	-
Stage 2	1539	3673	-	925	1997	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 6	0	240	~ 1	0	~ 61	292	157	-	-	~ 19	-	-
Stage 1	~ 39	104	-	~ 2	13	-	-	-	-	-	-	-	-
Stage 2	107	~ 13	-	262	104	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	240	-	0	~ 61	236	236	-	-	~ 19	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	~ 30	0	-	~ 2	10	-	-	-	-	-	-	-	-
Stage 2	-	~ 10	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.4	107.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	236	-	-	-	-	~ 19	-	-
HCM Lane V/C Ratio	0.23	-	-	-	-	4.977	-	-
HCM Control Delay (s)	24.8	-	-	-	-	$ 2196.2	-	-
HCM Lane LOS	C	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	12.3	-	-

Notes

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

6: Tara Blvd (SR 3) & Silverstone Dr/Betty Talmadge Ave

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↑	↱		↑↑↑	↱
Traffic Vol, veh/h	0	0	21	0	0	98	0	1926	99	0	2765	39
Future Vol, veh/h	0	0	21	0	0	98	0	1926	99	0	2765	39
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	-	-	Yield	-	-	Yield	-	-	Free	-	-	Free
Storage Length	-	-	-	-	-	0	-	-	415	-	-	275
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	8	4	0
Mvmt Flow	0	0	23	0	0	105	0	2071	106	0	2973	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1487	-	-	1036	-	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	99	0	0	199	0	-	0	0	-	0
Stage 1	0	0	-	0	0	-	0	-	0	0	-	0
Stage 2	0	0	-	0	0	-	0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	-	-	99	-	-	199	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.8	41.8	0	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	99	199	-
HCM Lane V/C Ratio	-	0.228	0.53	-
HCM Control Delay (s)	-	51.8	41.8	-
HCM Lane LOS	-	F	E	-
HCM 95th %tile Q(veh)	-	0.8	2.7	-

7: Tara Blvd (SR 3) & Mundys Mill Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	198	229	220	218	18	192	1771	22	106	2548	132
Future Volume (veh/h)	148	198	229	220	218	18	192	1771	22	106	2548	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1885	1796	1856	1841	1900	1693	1856	1900
Adj Flow Rate, veh/h	157	211	0	234	232	19	204	1884	0	113	2711	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	1	7	3	4	0	14	3	0
Cap, veh/h	115	272		150	253	21	187	3202		190	3031	
Arrive On Green	0.03	0.14	0.00	0.04	0.15	0.15	0.08	0.64	0.00	0.04	0.60	0.00
Sat Flow, veh/h	1767	1900	1572	1795	1719	141	1767	5025	1610	1612	5066	1610
Grp Volume(v), veh/h	157	211	0	234	0	251	204	1884	0	113	2711	0
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	0	1860	1767	1675	1610	1612	1689	1610
Q Serve(g_s), s	6.0	19.3	0.0	6.7	0.0	23.9	13.5	39.2	0.0	5.0	83.3	0.0
Cycle Q Clear(g_c), s	6.0	19.3	0.0	6.7	0.0	23.9	13.5	39.2	0.0	5.0	83.3	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	272		150	0	274	187	3202		190	3031	
V/C Ratio(X)	1.37	0.77		1.56	0.00	0.92	1.09	0.59		0.60	0.89	
Avail Cap(c_a), veh/h	115	478		150	0	475	187	3202		190	3031	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	75.0	74.3	0.0	76.0	0.0	75.6	63.8	19.0	0.0	18.9	31.3	0.0
Incr Delay (d2), s/veh	210.7	3.5	0.0	282.9	0.0	11.4	92.5	0.8	0.0	3.5	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.1	14.7	0.0	24.2	0.0	18.0	19.9	20.7	0.0	3.4	41.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.7	77.8	0.0	358.9	0.0	87.1	156.3	19.8	0.0	22.4	35.8	0.0
LnGrp LOS	F	E		F	A	F	F	B		C	D	
Approach Vol, veh/h		368	A		485			2088	A		2824	A
Approach Delay, s/veh		166.5			218.2			33.1			35.3	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	114.0	12.5	33.5	13.0	121.0	13.2	32.8
Change Period (Y+Rc), s	6.5	* 6.3	6.5	7.0	6.5	* 6.3	6.5	7.0
Max Green Setting (Gmax), s	13.5	* 88	6.0	46.0	6.5	* 95	6.7	45.3
Max Q Clear Time (g_c+I1), s	15.5	85.3	8.0	25.9	7.0	41.2	8.7	21.3
Green Ext Time (p_c), s	0.0	2.9	0.0	0.6	0.0	52.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	58.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

50: Tara Blvd (SR 3) & Winding Way Ln/American Legion Way

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	29	7	7	29	22	87	67	29	1921	7	129	2737	50
Future Vol, veh/h	29	7	7	29	22	87	67	29	1921	7	129	2737	50
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	200	-	200	200	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	8	8	32	24	95	73	32	2088	8	140	2975	54

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	4312	5553	1488	3772	5553	1044	2172	2975	0	0	2088	0	0
Stage 1	3255	3255	-	2298	2298	-	-	-	-	-	-	-	-
Stage 2	1057	2298	-	1474	3255	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 2	0	97	~ 5	0	194	96	39	-	-	~ 113	-	-
Stage 1	~ 4	22	-	~ 23	72	-	-	-	-	-	-	-	-
Stage 2	217	72	-	118	~ 22	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	0	97	-	0	194	~ 64	64	-	-	~ 113	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-
Stage 1	~ 4	0	-	~ 23	0	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	0	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			21.3	10.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	64	-	-	-	-	~ 113	-	-
HCM Lane V/C Ratio	1.63	-	-	-	-	1.241	-	-
HCM Control Delay (s)	$ 449	-	-	-	-	235	-	-
HCM Lane LOS	F	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	9.3	-	-	-	-	9.1	-	-

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

APPENDIX N

CAPACITY ANALYSIS REPORTS - OTHER IMPROVEMENTS

S MAIN ST & OLD POSTON RD

ADD SB AND EB RIGHT TURN LANES, AND A NB LEFT TURN LANE

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	2	82	0	2	0	35	521	9	3	346	48
Future Vol, veh/h	46	2	82	0	2	0	35	521	9	3	346	48
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	-	-	150	-	-	-	150	-	140	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	27	0	10	0	50	0	6	2	0	0	6	19
Mvmt Flow	52	2	93	0	2	0	40	592	10	3	393	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1077	1081	393	1146	1126	592	448	0	0	602	0	0
Stage 1	399	399	-	672	672	-	-	-	-	-	-	-
Stage 2	678	682	-	474	454	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.3	7.1	7	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.39	3.5	4.45	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	176	220	639	178	168	510	1091	-	-	985	-	-
Stage 1	580	606	-	449	389	-	-	-	-	-	-	-
Stage 2	404	453	-	575	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	211	639	146	161	510	1091	-	-	985	-	-
Mov Cap-2 Maneuver	169	211	-	146	161	-	-	-	-	-	-	-
Stage 1	559	604	-	432	375	-	-	-	-	-	-	-
Stage 2	387	436	-	487	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	27.7	0.5	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	170	639	161	985	-	-
HCM Lane V/C Ratio	0.036	-	-	0.321	0.146	0.014	0.003	-	-
HCM Control Delay (s)	8.4	-	-	35.9	11.6	27.7	8.7	0	-
HCM Lane LOS	A	-	-	E	B	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	107	11	11	7	68	461	0	2	670	66
Future Vol, veh/h	42	0	107	11	11	7	68	461	0	2	670	66
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	-	-	150	-	-	-	150	-	140	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	0	2	0	50	0	8	1	0	0	1	5
Mvmt Flow	48	0	123	13	13	8	78	530	0	2	770	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1471	1460	770	1560	1536	530	846	0	0	530	0	0
Stage 1	774	774	-	686	686	-	-	-	-	-	-	-
Stage 2	697	686	-	874	850	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.22	7.1	7	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.318	3.5	4.45	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	130	401	92	91	553	766	-	-	1048	-	-
Stage 1	348	411	-	441	382	-	-	-	-	-	-	-
Stage 2	386	451	-	347	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	116	401	59	81	553	766	-	-	1048	-	-
Mov Cap-2 Maneuver	72	116	-	59	81	-	-	-	-	-	-	-
Stage 1	313	409	-	396	343	-	-	-	-	-	-	-
Stage 2	329	405	-	240	316	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.9	70.1	1.3	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	766	-	-	72	401	87	1048	-	-
HCM Lane V/C Ratio	0.102	-	-	0.67	0.307	0.383	0.002	-	-
HCM Control Delay (s)	10.2	-	-	124.3	17.9	70.1	8.4	0	-
HCM Lane LOS	B	-	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	3	1.3	1.5	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	2	100	0	2	0	43	636	11	4	422	54
Future Vol, veh/h	50	2	100	0	2	0	43	636	11	4	422	54
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	-	-	150	-	-	-	150	-	140	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	27	0	10	0	50	0	6	2	0	0	6	19
Mvmt Flow	57	2	114	0	2	0	49	723	13	5	480	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1319	1324	480	1400	1372	723	541	0	0	736	0	0
Stage 1	490	490	-	821	821	-	-	-	-	-	-	-
Stage 2	829	834	-	579	551	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.3	7.1	7	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.39	3.5	4.45	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	119	157	570	119	117	430	1008	-	-	879	-	-
Stage 1	516	552	-	371	328	-	-	-	-	-	-	-
Stage 2	331	386	-	504	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	148	570	90	110	430	1008	-	-	879	-	-
Mov Cap-2 Maneuver	112	148	-	90	110	-	-	-	-	-	-	-
Stage 1	491	548	-	353	312	-	-	-	-	-	-	-
Stage 2	313	367	-	399	441	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.5	38.4	0.5	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1008	-	-	113	570	110	879	-	-
HCM Lane V/C Ratio	0.048	-	-	0.523	0.199	0.021	0.005	-	-
HCM Control Delay (s)	8.8	-	-	67.4	12.9	38.4	9.1	0	-
HCM Lane LOS	A	-	-	F	B	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.4	0.7	0.1	0	-	-

13: S Main St & Old Poston Rd/Warehouse

Intersection	
Int Delay, s/veh	21.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	0	131	13	13	9	83	562	0	2	817	73
Future Vol, veh/h	46	0	131	13	13	9	83	562	0	2	817	73
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	-	-	150	-	-	-	150	-	140	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	0	2	0	50	0	8	1	0	0	1	5
Mvmt Flow	53	0	151	15	15	10	95	646	0	2	939	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1792	1779	939	1897	1863	646	1023	0	0	646	0	0
Stage 1	943	943	-	836	836	-	-	-	-	-	-	-
Stage 2	849	836	-	1061	1027	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.22	7.1	7	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.318	3.5	4.45	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 52	83	320	53	55	475	656	-	-	949	-	-
Stage 1	278	344	-	364	322	-	-	-	-	-	-	-
Stage 2	315	385	-	273	258	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 34	71	320	25	47	475	656	-	-	949	-	-
Mov Cap-2 Maneuver	~ 34	71	-	25	47	-	-	-	-	-	-	-
Stage 1	238	342	-	311	275	-	-	-	-	-	-	-
Stage 2	249	329	-	144	257	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	158.3	262.5	1.5	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	656	-	-	34	320	43	949	-	-
HCM Lane V/C Ratio	0.145	-	-	1.555	0.471	0.936	0.002	-	-
HCM Control Delay (s)	11.4	-	-	$ 535.3	25.9	262.5	8.8	0	-
HCM Lane LOS	B	-	-	F	D	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	5.8	2.4	3.7	0	-	-

Notes

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

SINGLE LANE ROUNDABOUT

MOVEMENT SUMMARY

Site: 101 [2028 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	35	6.0	40	6.0	0.540	9.3	LOS A	5.1	128.9	0.41	0.20	0.41	32.8
8	T1	521	2.0	592	2.0	0.540	9.2	LOS A	5.1	128.9	0.41	0.20	0.41	35.1
18	R2	9	0.0	10	0.0	0.540	9.1	LOS A	5.1	128.9	0.41	0.20	0.41	27.4
Approach		565	2.2	642	2.2	0.540	9.2	LOS A	5.1	128.9	0.41	0.20	0.41	34.8
East: Warehouse														
1	L2	1	0.0	1	0.0	0.009	5.3	LOS A	0.0	1.4	0.70	0.48	0.70	28.1
6	T1	2	50.0	2	50.0	0.009	9.9	LOS A	0.0	1.4	0.70	0.48	0.70	26.2
16	R2	1	0.0	1	0.0	0.009	5.3	LOS A	0.0	1.4	0.70	0.48	0.70	27.5
Approach		4	25.0	5	25.0	0.009	7.6	LOS A	0.0	1.4	0.70	0.48	0.70	27.0
North: S Main St														
7	L2	3	0.0	3	0.0	0.388	6.8	LOS A	2.8	75.2	0.26	0.11	0.26	29.8
4	T1	346	6.0	393	6.0	0.388	6.9	LOS A	2.8	75.2	0.26	0.11	0.26	35.9
14	R2	48	19.0	55	19.0	0.388	7.3	LOS A	2.8	75.2	0.26	0.11	0.26	32.6
Approach		397	7.5	451	7.5	0.388	7.0	LOS A	2.8	75.2	0.26	0.11	0.26	35.4
West: Old Poston Rd														
5	L2	46	27.0	52	27.0	0.198	7.7	LOS A	1.1	30.0	0.59	0.49	0.59	29.5
2	T1	2	0.0	2	0.0	0.198	6.1	LOS A	1.1	30.0	0.59	0.49	0.59	26.6
12	R2	82	10.0	93	10.0	0.198	6.7	LOS A	1.1	30.0	0.59	0.49	0.59	30.8
Approach		130	15.9	148	15.9	0.198	7.0	LOS A	1.1	30.0	0.59	0.49	0.59	30.3
All Vehicles		1096	5.8	1245	5.8	0.540	8.1	LOS A	5.1	128.9	0.38	0.20	0.38	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2028 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	68	8.0	78	8.0	0.511	8.9	LOS A	4.9	124.1	0.40	0.19	0.40	32.9
8	T1	461	1.0	530	1.0	0.511	8.7	LOS A	4.9	124.1	0.40	0.19	0.40	35.3
18	R2	1	0.0	1	0.0	0.511	8.6	LOS A	4.9	124.1	0.40	0.19	0.40	27.5
Approach		530	1.9	609	1.9	0.511	8.7	LOS A	4.9	124.1	0.40	0.19	0.40	34.9
East: Warehouse														
1	L2	11	0.0	13	0.0	0.062	5.8	LOS A	0.3	9.3	0.70	0.56	0.70	27.9
6	T1	11	50.0	13	50.0	0.062	10.2	LOS B	0.3	9.3	0.70	0.56	0.70	26.0
16	R2	7	0.0	8	0.0	0.062	5.8	LOS A	0.3	9.3	0.70	0.56	0.70	27.3
Approach		29	19.0	33	19.0	0.062	7.5	LOS A	0.3	9.3	0.70	0.56	0.70	27.0
North: S Main St														
7	L2	2	0.0	2	0.0	0.733	14.7	LOS B	8.8	221.2	0.66	0.40	0.66	27.1
4	T1	670	1.0	770	1.0	0.733	14.8	LOS B	8.8	221.2	0.66	0.40	0.66	32.5
14	R2	66	5.0	76	5.0	0.733	14.9	LOS B	8.8	221.2	0.66	0.40	0.66	29.5
Approach		738	1.4	848	1.4	0.733	14.8	LOS B	8.8	221.2	0.66	0.40	0.66	32.2
West: Old Poston Rd														
5	L2	42	33.0	48	33.0	0.346	15.1	LOS C	2.3	61.2	0.87	0.84	0.87	27.0
2	T1	1	0.0	1	0.0	0.346	11.7	LOS B	2.3	61.2	0.87	0.84	0.87	25.0
12	R2	107	2.0	123	2.0	0.346	11.9	LOS B	2.3	61.2	0.87	0.84	0.87	29.5
Approach		150	10.7	172	10.7	0.346	12.8	LOS B	2.3	61.2	0.87	0.84	0.87	28.8
All Vehicles		1447	2.9	1663	2.9	0.733	12.2	LOS B	8.8	221.2	0.59	0.37	0.59	32.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\21-1011 Waldon DRI Falcon\STUDIES\Roundabout\S Main St & Old Poston Rd\S Main St & Old Poston Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2048 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	43	6.0	49	6.0	0.632	11.0	LOS B	7.0	178.7	0.49	0.25	0.49	32.0
8	T1	636	2.0	723	2.0	0.632	10.9	LOS B	7.0	178.7	0.49	0.25	0.49	34.2
18	R2	11	0.0	13	0.0	0.632	10.8	LOS B	7.0	178.7	0.49	0.25	0.49	26.9
Approach		690	2.2	784	2.2	0.632	10.9	LOS B	7.0	178.7	0.49	0.25	0.49	33.9
East: Warehouse														
1	L2	1	0.0	1	0.0	0.011	5.9	LOS A	0.1	1.7	0.77	0.54	0.77	27.8
6	T1	2	50.0	2	50.0	0.011	11.1	LOS B	0.1	1.7	0.77	0.54	0.77	25.9
16	R2	1	0.0	1	0.0	0.011	5.9	LOS A	0.1	1.7	0.77	0.54	0.77	27.2
Approach		4	25.0	5	25.0	0.011	8.5	LOS A	0.1	1.7	0.77	0.54	0.77	26.7
North: S Main St														
7	L2	4	0.0	5	0.0	0.451	7.4	LOS A	3.7	97.0	0.31	0.14	0.31	29.6
4	T1	422	6.0	480	6.0	0.451	7.6	LOS A	3.7	97.0	0.31	0.14	0.31	35.5
14	R2	54	19.0	61	19.0	0.451	8.0	LOS A	3.7	97.0	0.31	0.14	0.31	32.3
Approach		480	7.4	545	7.4	0.451	7.7	LOS A	3.7	97.0	0.31	0.14	0.31	35.1
West: Old Poston Rd														
5	L2	50	27.0	57	27.0	0.235	8.3	LOS A	1.3	37.5	0.66	0.57	0.66	29.3
2	T1	2	0.0	2	0.0	0.235	6.7	LOS A	1.3	37.5	0.66	0.57	0.66	26.4
12	R2	100	10.0	114	10.0	0.235	7.3	LOS A	1.3	37.5	0.66	0.57	0.66	30.6
Approach		152	15.5	173	15.5	0.235	7.6	LOS A	1.3	37.5	0.66	0.57	0.66	30.1
All Vehicles		1326	5.7	1507	5.7	0.632	9.3	LOS A	7.0	178.7	0.44	0.25	0.44	33.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	83	8.0	95	8.0	0.598	10.3	LOS B	6.8	172.2	0.48	0.24	0.48	32.2
8	T1	562	1.0	646	1.0	0.598	10.1	LOS B	6.8	172.2	0.48	0.24	0.48	34.5
18	R2	1	0.0	1	0.0	0.598	10.1	LOS B	6.8	172.2	0.48	0.24	0.48	27.0
Approach		646	1.9	743	1.9	0.598	10.1	LOS B	6.8	172.2	0.48	0.24	0.48	34.2
East: Warehouse														
1	L2	13	0.0	15	0.0	0.082	6.6	LOS A	0.5	13.3	0.78	0.65	0.78	27.6
6	T1	13	50.0	15	50.0	0.082	11.5	LOS B	0.5	13.3	0.78	0.65	0.78	25.8
16	R2	9	0.0	10	0.0	0.082	6.6	LOS A	0.5	13.3	0.78	0.65	0.78	27.0
Approach		35	18.6	40	18.6	0.082	8.4	LOS A	0.5	13.3	0.78	0.65	0.78	26.7
North: S Main St														
7	L2	2	0.0	2	0.0	0.861	22.3	LOS C	25.0	630.6	0.93	0.77	1.24	24.8
4	T1	817	1.0	939	1.0	0.861	22.4	LOS C	25.0	630.6	0.93	0.77	1.24	29.3
14	R2	73	5.0	84	5.0	0.861	22.5	LOS C	25.0	630.6	0.93	0.77	1.24	26.8
Approach		892	1.3	1025	1.3	0.861	22.4	LOS C	25.0	630.6	0.93	0.77	1.24	29.1
West: Old Poston Rd														
5	L2	46	33.0	53	33.0	0.542	26.3	LOS D	5.0	134.0	1.00	1.15	1.36	24.1
2	T1	1	0.0	1	0.0	0.542	21.7	LOS C	5.0	134.0	1.00	1.15	1.36	22.4
12	R2	131	2.0	151	2.0	0.542	22.0	LOS C	5.0	134.0	1.00	1.15	1.36	26.0
Approach		178	10.0	205	10.0	0.542	23.1	LOS C	5.0	134.0	1.00	1.15	1.36	25.5
All Vehicles		1751	2.8	2013	2.8	0.861	17.6	LOS C	25.0	630.6	0.77	0.61	0.96	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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S MAIN ST & BETTY TALMADGE AVE/ NOAHS ARK RD

SINGLE LANE ROUNDABOUT W/ NB AND WB RIGHT TURN BYPASS LANES

MOVEMENT SUMMARY

Site: 101 [2028 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	7	0.0	8	0.0	0.288	5.3	LOS A	2.0	51.5	0.51	0.33	0.51	31.6
8	T1	326	1.0	370	1.0	0.288	5.3	LOS A	2.0	51.5	0.51	0.33	0.51	38.7
18	R2	214	1.0	243	1.0	0.185	4.3	LOS A	1.2	30.5	0.47	0.29	0.47	37.7
Approach		547	1.0	622	1.0	0.288	4.9	LOS A	2.0	51.5	0.49	0.31	0.49	38.2
East: Noahs Ark Rd														
1	L2	426	9.0	484	9.0	0.472	8.5	LOS A	3.6	96.2	0.69	0.54	0.69	32.5
6	T1	31	8.0	35	8.0	0.472	8.5	LOS A	3.6	96.2	0.69	0.54	0.69	25.9
16	R2	239	5.0	272	5.0	0.234	5.2	LOS A	1.5	39.0	0.56	0.41	0.56	36.5
Approach		696	7.6	791	7.6	0.472	7.4	LOS A	3.6	96.2	0.64	0.50	0.64	33.3
North: S Main St														
7	L2	170	7.0	193	7.0	0.664	17.4	LOS C	8.5	222.8	0.93	1.08	1.44	30.4
4	T1	227	6.0	258	6.0	0.664	17.4	LOS C	8.5	222.8	0.93	1.08	1.44	31.0
14	R2	31	8.0	35	8.0	0.664	17.5	LOS C	8.5	222.8	0.93	1.08	1.44	24.8
Approach		428	6.5	486	6.5	0.664	17.4	LOS C	8.5	222.8	0.93	1.08	1.44	30.2
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.104	8.4	LOS A	0.6	17.6	0.85	0.76	0.85	28.5
2	T1	31	14.0	35	14.0	0.104	9.9	LOS A	0.6	17.6	0.85	0.76	0.85	27.2
12	R2	9	0.0	10	0.0	0.104	8.4	LOS A	0.6	17.6	0.85	0.76	0.85	27.7
Approach		41	10.6	47	10.6	0.104	9.5	LOS A	0.6	17.6	0.85	0.76	0.85	27.3
All Vehicles		1712	5.3	1945	5.3	0.664	9.1	LOS A	8.5	222.8	0.67	0.59	0.80	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2028 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	11	0.0	12	0.0	0.330	6.6	LOS A	2.5	63.5	0.72	0.56	0.72	31.0
8	T1	327	1.0	344	1.0	0.330	6.6	LOS A	2.5	63.5	0.72	0.56	0.72	37.8
18	R2	372	1.0	392	1.0	0.363	7.1	LOS A	2.8	71.4	0.73	0.58	0.73	36.0
Approach		710	1.0	747	1.0	0.363	6.9	LOS A	2.8	71.4	0.72	0.57	0.72	36.7
East: Noahs Ark Rd														
1	L2	344	1.0	362	1.0	0.333	6.1	LOS A	2.4	61.1	0.62	0.45	0.62	34.8
6	T1	37	2.0	39	2.0	0.333	6.2	LOS A	2.4	61.1	0.62	0.45	0.62	26.7
16	R2	202	2.0	213	2.0	0.177	4.5	LOS A	1.1	29.0	0.55	0.37	0.55	37.4
Approach		583	1.4	614	1.4	0.333	5.6	LOS A	2.4	61.1	0.59	0.42	0.59	34.9
North: S Main St														
7	L2	385	2.0	405	2.0	0.902	32.0	LOS D	27.9	705.4	1.00	1.47	2.40	25.8
4	T1	365	1.0	384	1.0	0.902	31.9	LOS D	27.9	705.4	1.00	1.47	2.40	25.9
14	R2	37	2.0	39	2.0	0.902	32.0	LOS D	27.9	705.4	1.00	1.47	2.40	21.4
Approach		787	1.5	828	1.5	0.902	31.9	LOS D	27.9	705.4	1.00	1.47	2.40	25.6
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.249	14.5	LOS B	1.9	46.5	1.00	0.96	1.00	26.8
2	T1	53	0.0	56	0.0	0.249	14.5	LOS B	1.9	46.5	1.00	0.96	1.00	26.6
12	R2	32	0.0	34	0.0	0.249	14.5	LOS B	1.9	46.5	1.00	0.96	1.00	26.1
Approach		86	0.0	91	0.0	0.249	14.5	LOS B	1.9	46.5	1.00	0.96	1.00	26.4
All Vehicles		2166	1.3	2280	1.3	0.902	15.9	LOS C	27.9	705.4	0.80	0.87	1.31	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	9	0.0	10	0.0	0.347	5.8	LOS A	2.7	67.3	0.58	0.40	0.58	31.3
8	T1	398	1.0	452	1.0	0.347	5.9	LOS A	2.7	67.3	0.58	0.40	0.58	38.3
18	R2	261	1.0	297	1.0	0.222	4.6	LOS A	1.6	39.1	0.53	0.34	0.53	37.5
Approach		668	1.0	759	1.0	0.347	5.4	LOS A	2.7	67.3	0.56	0.38	0.56	37.9
East: Noahs Ark Rd														
1	L2	518	9.0	589	9.0	0.578	10.6	LOS B	6.3	168.1	0.81	0.75	0.98	31.6
6	T1	37	8.0	42	8.0	0.578	10.6	LOS B	6.3	168.1	0.81	0.75	0.98	25.4
16	R2	292	5.0	332	5.0	0.288	5.8	LOS A	2.0	52.5	0.65	0.50	0.65	36.1
Approach		847	7.6	963	7.6	0.578	9.0	LOS A	6.3	168.1	0.75	0.66	0.86	32.6
North: S Main St														
7	L2	207	7.0	235	7.0	0.888	37.5	LOS E	20.1	529.3	1.00	1.54	2.47	24.1
4	T1	279	6.0	317	6.0	0.888	37.4	LOS E	20.1	529.3	1.00	1.54	2.47	24.5
14	R2	36	8.0	41	8.0	0.888	37.5	LOS E	20.1	529.3	1.00	1.54	2.47	20.4
Approach		522	6.5	593	6.5	0.888	37.4	LOS E	20.1	529.3	1.00	1.54	2.47	24.0
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.146	11.4	LOS B	1.0	27.5	0.96	0.89	0.96	27.4
2	T1	33	14.0	38	14.0	0.146	13.4	LOS B	1.0	27.5	0.96	0.89	0.96	26.1
12	R2	11	0.0	13	0.0	0.146	11.4	LOS B	1.0	27.5	0.96	0.89	0.96	26.6
Approach		45	10.3	51	10.3	0.146	12.8	LOS B	1.0	27.5	0.96	0.89	0.96	26.3
All Vehicles		2082	5.3	2366	5.3	0.888	15.0	LOS C	20.1	529.3	0.76	0.79	1.17	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	13	0.0	14	0.0	0.393	7.3	LOS A	3.2	81.2	0.77	0.62	0.77	30.7
8	T1	399	1.0	420	1.0	0.393	7.3	LOS A	3.2	81.2	0.77	0.62	0.77	37.3
18	R2	454	1.0	478	1.0	0.433	7.9	LOS A	3.6	91.8	0.79	0.64	0.79	35.5
Approach		866	1.0	912	1.0	0.433	7.6	LOS A	3.6	91.8	0.78	0.63	0.78	36.2
East: Noahs Ark Rd														
1	L2	416	1.0	438	1.0	0.405	7.1	LOS A	3.2	81.6	0.71	0.55	0.71	34.3
6	T1	43	2.0	45	2.0	0.405	7.1	LOS A	3.2	81.6	0.71	0.55	0.71	26.4
16	R2	246	2.0	259	2.0	0.217	4.9	LOS A	1.5	38.5	0.62	0.45	0.62	37.1
Approach		705	1.4	742	1.4	0.405	6.3	LOS A	3.2	81.6	0.68	0.51	0.68	34.5
North: S Main St														
7	L2	470	2.0	495	2.0	1.129	91.6	LOS F	69.5	1758.8	1.00	2.56	5.10	15.5
4	T1	448	1.0	472	1.0	1.129	91.6	LOS F	69.5	1758.8	1.00	2.56	5.10	15.6
14	R2	42	2.0	44	2.0	1.129	91.6	LOS F	69.5	1758.8	1.00	2.56	5.10	13.8
Approach		960	1.5	1011	1.5	1.129	91.6	LOS F	69.5	1758.8	1.00	2.56	5.10	15.5
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.349	19.7	LOS C	2.8	69.3	1.00	0.99	1.00	25.3
2	T1	61	0.0	64	0.0	0.349	19.7	LOS C	2.8	69.3	1.00	0.99	1.00	25.1
12	R2	39	0.0	41	0.0	0.349	19.7	LOS C	2.8	69.3	1.00	0.99	1.00	24.6
Approach		101	0.0	106	0.0	0.349	19.7	LOS C	2.8	69.3	1.00	0.99	1.00	24.9
All Vehicles		2632	1.3	2771	1.3	1.129	38.4	LOS E	69.5	1758.8	0.84	1.32	2.34	23.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MULTILANE ROUNDABOUT W/ NB AND WB RIGHT TURN LANE BYPASS LANES

MOVEMENT SUMMARY

Site: 101 [2028 AM - Multi (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	7	0.0	8	0.0	0.232	4.5	LOS A	1.4	34.0	0.42	0.26	0.42	31.9
8	T1	326	1.0	370	1.0	0.232	4.5	LOS A	1.4	34.0	0.41	0.26	0.41	39.2
18	R2	214	1.0	243	1.0	0.175	4.0	LOS A	1.0	24.5	0.40	0.24	0.40	37.7
Approach		547	1.0	622	1.0	0.232	4.3	LOS A	1.4	34.0	0.41	0.25	0.41	38.5
East: Noahs Ark Rd														
1	L2	426	9.0	484	9.0	0.535	10.6	LOS B	4.2	113.4	0.63	0.61	0.77	31.6
6	T1	31	8.0	35	8.0	0.535	10.5	LOS B	4.2	113.4	0.63	0.61	0.77	25.4
16	R2	239	5.0	272	5.0	0.270	6.3	LOS A	1.4	37.5	0.52	0.40	0.52	35.9
Approach		696	7.6	791	7.6	0.535	9.1	LOS A	4.2	113.4	0.59	0.54	0.69	32.5
North: S Main St														
7	L2	170	7.0	193	7.0	0.518	11.7	LOS B	4.5	118.0	0.79	0.81	0.99	32.7
4	T1	227	6.0	258	6.0	0.518	11.4	LOS B	4.5	118.0	0.77	0.78	0.95	33.6
14	R2	31	8.0	35	8.0	0.134	9.7	LOS A	0.6	16.4	0.64	0.60	0.64	27.6
Approach		428	6.5	486	6.5	0.518	11.4	LOS B	4.5	118.0	0.77	0.78	0.94	32.8
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.087	6.8	LOS A	0.3	9.1	0.63	0.62	0.63	29.1
2	T1	31	14.0	35	14.0	0.087	8.1	LOS A	0.3	9.1	0.63	0.62	0.63	27.7
12	R2	9	0.0	10	0.0	0.087	6.8	LOS A	0.3	9.1	0.63	0.62	0.63	28.2
Approach		41	10.6	47	10.6	0.087	7.8	LOS A	0.3	9.1	0.63	0.62	0.63	27.9
All Vehicles		1712	5.3	1945	5.3	0.535	8.1	LOS A	4.5	118.0	0.58	0.51	0.66	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2028 PM - Multi (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	11	0.0	12	0.0	0.257	5.4	LOS A	1.7	42.0	0.61	0.46	0.61	31.5
8	T1	327	1.0	344	1.0	0.257	5.4	LOS A	1.7	42.0	0.60	0.45	0.60	38.6
18	R2	372	1.0	392	1.0	0.331	6.2	LOS A	2.3	57.1	0.64	0.50	0.64	36.3
Approach		710	1.0	747	1.0	0.331	5.8	LOS A	2.3	57.1	0.62	0.48	0.62	37.2
East: Noahs Ark Rd														
1	L2	344	1.0	362	1.0	0.378	7.3	LOS A	2.1	53.8	0.54	0.43	0.54	34.2
6	T1	37	2.0	39	2.0	0.378	7.4	LOS A	2.1	53.8	0.54	0.43	0.54	26.3
16	R2	202	2.0	213	2.0	0.204	5.4	LOS A	1.1	27.4	0.49	0.36	0.49	36.9
Approach		583	1.4	614	1.4	0.378	6.6	LOS A	2.1	53.8	0.52	0.41	0.52	34.3
North: S Main St														
7	L2	385	2.0	405	2.0	0.719	15.9	LOS C	11.4	289.5	0.83	0.95	1.37	31.2
4	T1	365	1.0	384	1.0	0.719	14.5	LOS B	11.4	289.5	0.78	0.86	1.22	32.2
14	R2	37	2.0	39	2.0	0.187	8.5	LOS A	0.9	21.8	0.57	0.50	0.57	28.1
Approach		787	1.5	828	1.5	0.719	14.9	LOS B	11.4	289.5	0.80	0.89	1.26	31.5
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.169	9.0	LOS A	0.8	19.1	0.71	0.71	0.71	28.7
2	T1	53	0.0	56	0.0	0.169	9.0	LOS A	0.8	19.1	0.71	0.71	0.71	28.5
12	R2	32	0.0	34	0.0	0.169	9.0	LOS A	0.8	19.1	0.71	0.71	0.71	27.8
Approach		86	0.0	91	0.0	0.169	9.0	LOS A	0.8	19.1	0.71	0.71	0.71	28.2
All Vehicles		2166	1.3	2280	1.3	0.719	9.5	LOS A	11.4	289.5	0.66	0.62	0.83	33.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 AM - Multi (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	9	0.0	10	0.0	0.279	4.9	LOS A	1.8	45.5	0.49	0.32	0.49	31.7
8	T1	398	1.0	452	1.0	0.279	4.9	LOS A	1.8	45.5	0.48	0.32	0.48	38.9
18	R2	261	1.0	297	1.0	0.211	4.3	LOS A	1.3	32.6	0.46	0.30	0.46	37.5
Approach		668	1.0	759	1.0	0.279	4.6	LOS A	1.8	45.5	0.47	0.31	0.47	38.3
East: Noahs Ark Rd														
1	L2	518	9.0	589	9.0	0.645	13.4	LOS B	7.4	198.3	0.74	0.84	1.15	30.5
6	T1	37	8.0	42	8.0	0.645	13.3	LOS B	7.4	198.3	0.74	0.84	1.15	24.6
16	R2	292	5.0	332	5.0	0.331	7.0	LOS A	1.9	50.2	0.59	0.49	0.59	35.4
Approach		847	7.6	963	7.6	0.645	11.2	LOS B	7.4	198.3	0.69	0.72	0.96	31.6
North: S Main St														
7	L2	207	7.0	235	7.0	0.682	17.9	LOS C	8.9	232.8	0.95	1.14	1.52	30.1
4	T1	279	6.0	317	6.0	0.682	17.0	LOS C	8.9	232.8	0.92	1.09	1.43	31.2
14	R2	36	8.0	41	8.0	0.177	10.8	LOS B	0.9	23.8	0.72	0.70	0.72	27.2
Approach		522	6.5	593	6.5	0.682	16.9	LOS C	8.9	232.8	0.92	1.08	1.42	30.4
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.101	7.4	LOS A	0.4	11.2	0.68	0.68	0.68	28.9
2	T1	33	14.0	38	14.0	0.101	8.8	LOS A	0.4	11.2	0.68	0.68	0.68	27.5
12	R2	11	0.0	13	0.0	0.101	7.4	LOS A	0.4	11.2	0.68	0.68	0.68	28.0
Approach		45	10.3	51	10.3	0.101	8.5	LOS A	0.4	11.2	0.68	0.68	0.68	27.7
All Vehicles		2082	5.3	2366	5.3	0.682	10.5	LOS B	8.9	232.8	0.68	0.68	0.91	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2048 PM - Multi (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: S Main St														
3	L2	13	0.0	14	0.0	0.326	6.3	LOS A	2.5	62.2	0.73	0.59	0.73	31.1
8	T1	399	1.0	420	1.0	0.326	6.2	LOS A	2.5	62.2	0.72	0.57	0.72	38.0
18	R2	454	1.0	478	1.0	0.424	7.7	LOS A	3.4	85.9	0.78	0.64	0.78	35.5
Approach		866	1.0	912	1.0	0.424	7.0	LOS A	3.4	85.9	0.75	0.61	0.75	36.5
East: Noahs Ark Rd														
1	L2	416	1.0	438	1.0	0.454	8.4	LOS A	2.8	70.8	0.62	0.53	0.62	33.6
6	T1	43	2.0	45	2.0	0.454	8.5	LOS A	2.8	70.8	0.62	0.53	0.62	26.0
16	R2	246	2.0	259	2.0	0.250	5.9	LOS A	1.4	36.7	0.56	0.44	0.56	36.5
Approach		705	1.4	742	1.4	0.454	7.5	LOS A	2.8	70.8	0.60	0.50	0.60	33.9
North: S Main St														
7	L2	470	2.0	495	2.0	0.888	28.8	LOS D	24.9	630.1	1.00	1.46	2.36	26.6
4	T1	448	1.0	472	1.0	0.888	24.8	LOS C	24.9	630.1	0.93	1.29	2.02	28.1
14	R2	42	2.0	44	2.0	0.231	9.1	LOS A	1.1	29.0	0.63	0.58	0.63	27.9
Approach		960	1.5	1011	1.5	0.888	26.1	LOS D	24.9	630.1	0.95	1.34	2.13	27.4
West: Betty Talmadge Ave														
5	L2	1	0.0	1	0.0	0.228	11.2	LOS B	1.1	28.1	0.80	0.80	0.80	27.9
2	T1	61	0.0	64	0.0	0.228	11.2	LOS B	1.1	28.1	0.80	0.80	0.80	27.7
12	R2	39	0.0	41	0.0	0.228	11.2	LOS B	1.1	28.1	0.80	0.80	0.80	27.1
Approach		101	0.0	106	0.0	0.228	11.2	LOS B	1.1	28.1	0.80	0.80	0.80	27.5
All Vehicles		2632	1.3	2771	1.3	0.888	14.3	LOS B	24.9	630.1	0.78	0.85	1.21	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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TRAFFIC SIGNAL W/ TURN LANES

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	31	9	426	31	239	7	326	214	170	227	31
Future Volume (veh/h)	0	31	9	426	31	239	7	326	214	170	227	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1693	1900	1767	1781	1826	1900	1885	1885	1796	1811	1781
Adj Flow Rate, veh/h	0	35	10	484	35	0	8	370	0	193	258	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	14	0	9	8	5	0	1	1	7	6	8
Cap, veh/h	95	68	19	573	730		377	466		269	734	
Arrive On Green	0.00	0.05	0.05	0.26	0.41	0.00	0.25	0.25	0.00	0.07	0.41	0.00
Sat Flow, veh/h	1395	1266	362	1682	1781	1547	1139	1885	1598	1711	1811	1510
Grp Volume(v), veh/h	0	0	45	484	35	0	8	370	0	193	258	0
Grp Sat Flow(s),veh/h/ln	1395	0	1627	1682	1781	1547	1139	1885	1598	1711	1811	1510
Q Serve(g_s), s	0.0	0.0	2.0	20.0	0.9	0.0	0.4	13.9	0.0	5.0	7.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.0	20.0	0.9	0.0	0.4	13.9	0.0	5.0	7.5	0.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	0	87	573	730		377	466		269	734	
V/C Ratio(X)	0.00	0.00	0.51	0.84	0.05		0.02	0.79		0.72	0.35	
Avail Cap(c_a), veh/h	268	0	290	573	1010		448	584		269	848	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	34.9	23.1	13.5	0.0	21.6	26.7	0.0	23.6	15.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.6	11.1	0.0	0.0	0.0	5.9	0.0	8.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.6	13.6	0.6	0.0	0.2	10.6	0.0	5.2	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	39.5	34.2	13.5	0.0	21.7	32.7	0.0	32.3	15.9	0.0
LnGrp LOS	A	A	D	C	B		C	C		C	B	
Approach Vol, veh/h		45			519	A		378	A		451	A
Approach Delay, s/veh		39.5			32.8			32.4			22.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		37.7	27.0	11.1	12.0	25.7		38.1				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		35.5	20.0	13.5	5.0	23.5		* 43				
Max Q Clear Time (g_c+I1), s		9.5	22.0	4.0	7.0	15.9		2.9				
Green Ext Time (p_c), s		4.1	0.0	0.1	0.0	2.8		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	53	32	344	37	202	11	327	372	385	365	37
Future Volume (veh/h)	0	53	32	344	37	202	11	327	372	385	365	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1870	1900	1885	1885	1870	1885	1870
Adj Flow Rate, veh/h	0	56	34	362	39	0	12	344	0	405	384	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	2	2	0	1	1	2	1	2
Cap, veh/h	84	79	48	475	663		295	393		461	910	
Arrive On Green	0.00	0.07	0.07	0.20	0.35	0.00	0.21	0.21	0.00	0.19	0.48	0.00
Sat Flow, veh/h	1390	1107	672	1795	1870	1585	1015	1885	1598	1781	1885	1585
Grp Volume(v), veh/h	0	0	90	362	39	0	12	344	0	405	384	0
Grp Sat Flow(s),veh/h/ln	1390	0	1779	1795	1870	1585	1015	1885	1598	1781	1885	1585
Q Serve(g_s), s	0.0	0.0	4.3	15.3	1.2	0.0	0.8	15.2	0.0	14.6	11.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.3	15.3	1.2	0.0	0.8	15.2	0.0	14.6	11.4	0.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	0	127	475	663		295	393		461	910	
V/C Ratio(X)	0.00	0.00	0.71	0.76	0.06		0.04	0.88		0.88	0.42	
Avail Cap(c_a), veh/h	275	0	372	487	988		307	416		468	941	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	39.1	27.0	18.3	0.0	27.3	33.0	0.0	20.6	14.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.1	6.8	0.0	0.0	0.1	17.9	0.0	17.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	3.8	11.2	0.9	0.0	0.3	13.2	0.0	12.0	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	46.2	33.8	18.4	0.0	27.4	51.0	0.0	37.7	14.8	0.0
LnGrp LOS	A	A	D	C	B		C	D		D	B	
Approach Vol, veh/h		90			401	A		356	A		789	A
Approach Delay, s/veh		46.2			32.3			50.2			26.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		48.6	24.4	13.1	23.7	24.9		37.6				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		43.0	18.0	18.0	17.0	19.0		* 46				
Max Q Clear Time (g_c+I1), s		13.4	17.3	6.3	16.6	17.2		3.2				
Green Ext Time (p_c), s		6.9	0.1	0.2	0.1	0.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	33	11	518	37	292	9	398	261	207	279	36
Future Volume (veh/h)	0	33	11	518	37	292	9	398	261	207	279	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1693	1900	1767	1781	1826	1900	1885	1885	1796	1811	1781
Adj Flow Rate, veh/h	0	38	12	589	42	0	10	452	0	235	317	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	14	0	9	8	5	0	1	1	7	6	8
Cap, veh/h	76	59	19	615	764		362	499		250	766	
Arrive On Green	0.00	0.05	0.05	0.31	0.43	0.00	0.26	0.26	0.00	0.08	0.42	0.00
Sat Flow, veh/h	1386	1233	389	1682	1781	1547	1079	1885	1598	1711	1811	1510
Grp Volume(v), veh/h	0	0	50	589	42	0	10	452	0	235	317	0
Grp Sat Flow(s),veh/h/ln	1386	0	1622	1682	1781	1547	1079	1885	1598	1711	1811	1510
Q Serve(g_s), s	0.0	0.0	2.9	29.0	1.3	0.0	0.7	21.9	0.0	8.0	11.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.9	29.0	1.3	0.0	0.7	21.9	0.0	8.0	11.6	0.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	78	615	764		362	499		250	766	
V/C Ratio(X)	0.00	0.00	0.64	0.96	0.05		0.03	0.91		0.94	0.41	
Avail Cap(c_a), veh/h	141	0	154	615	895		373	518		250	785	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	44.2	28.8	15.8	0.0	25.8	33.6	0.0	28.0	19.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.4	26.1	0.0	0.0	0.0	19.2	0.0	40.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	2.4	22.6	0.9	0.0	0.3	17.7	0.0	10.5	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	52.6	54.9	15.8	0.0	25.8	52.8	0.0	68.5	19.4	0.0
LnGrp LOS	A	A	D	D	B		C	D		E	B	
Approach Vol, veh/h		50			631	A		462	A		552	A
Approach Delay, s/veh		52.6			52.3			52.3			40.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		47.0	36.0	11.6	15.0	32.0		47.6				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		41.0	29.0	9.0	8.0	26.0		* 48				
Max Q Clear Time (g_c+I1), s		13.6	31.0	4.9	10.0	23.9		3.3				
Green Ext Time (p_c), s		5.4	0.0	0.0	0.0	1.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	61	39	416	43	246	13	399	454	470	448	42
Future Volume (veh/h)	0	61	39	416	43	246	13	399	454	470	448	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1870	1900	1885	1885	1870	1885	1870
Adj Flow Rate, veh/h	0	64	41	438	45	0	14	420	0	495	472	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	2	2	0	1	1	2	1	2
Cap, veh/h	73	85	55	429	623		307	470		469	988	
Arrive On Green	0.00	0.08	0.08	0.18	0.33	0.00	0.25	0.25	0.00	0.20	0.52	0.00
Sat Flow, veh/h	1383	1082	693	1795	1870	1585	936	1885	1598	1781	1885	1585
Grp Volume(v), veh/h	0	0	105	438	45	0	14	420	0	495	472	0
Grp Sat Flow(s),veh/h/ln	1383	0	1775	1795	1870	1585	936	1885	1598	1781	1885	1585
Q Serve(g_s), s	0.0	0.0	5.7	18.0	1.6	0.0	1.1	21.1	0.0	20.0	15.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.7	18.0	1.6	0.0	1.1	21.1	0.0	20.0	15.6	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	0	140	429	623		307	470		469	988	
V/C Ratio(X)	0.00	0.00	0.75	1.02	0.07		0.05	0.89		1.06	0.48	
Avail Cap(c_a), veh/h	217	0	325	429	866		321	499		469	1017	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	44.3	34.7	22.4	0.0	28.1	35.6	0.0	25.0	14.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.7	48.5	0.0	0.0	0.1	17.6	0.0	57.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	5.1	11.5	1.2	0.0	0.4	17.0	0.0	22.0	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	52.1	83.3	22.4	0.0	28.2	53.2	0.0	82.0	15.2	0.0
LnGrp LOS	A	A	D	F	C		C	D		F	B	
Approach Vol, veh/h		105			483	A		434	A		967	A
Approach Delay, s/veh		52.1			77.6			52.4			49.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		58.5	25.0	14.8	27.0	31.5		39.8				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		53.0	18.0	18.0	20.0	26.0		* 46				
Max Q Clear Time (g_c+I1), s		17.6	20.0	7.7	22.0	23.1		3.6				
Green Ext Time (p_c), s		9.5	0.0	0.2	0.0	1.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

TRAFFIC SIGNAL W/ DUAL TURN LANES (WIDENING)

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	31	9	426	31	239	7	326	214	170	227	31
Future Volume (veh/h)	0	31	9	426	31	239	7	326	214	170	227	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1693	1900	1767	1781	1826	1900	1885	1885	1796	1811	1781
Adj Flow Rate, veh/h	0	35	10	484	35	0	8	370	0	193	258	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	14	0	9	8	5	0	1	1	7	6	8
Cap, veh/h	120	78	22	648	672		328	653		297	1338	
Arrive On Green	0.00	0.06	0.06	0.20	0.38	0.00	0.18	0.18	0.00	0.09	0.39	0.00
Sat Flow, veh/h	1395	1266	362	3264	1781	1547	1139	3582	1598	3319	3441	1510
Grp Volume(v), veh/h	0	0	45	484	35	0	8	370	0	193	258	0
Grp Sat Flow(s),veh/h/ln	1395	0	1627	1632	1781	1547	1139	1791	1598	1659	1721	1510
Q Serve(g_s), s	0.0	0.0	1.6	8.3	0.7	0.0	0.3	5.6	0.0	3.4	3.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.6	8.3	0.7	0.0	0.3	5.6	0.0	3.4	3.0	0.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	100	648	672		328	653		297	1338	
V/C Ratio(X)	0.00	0.00	0.45	0.75	0.05		0.02	0.57		0.65	0.19	
Avail Cap(c_a), veh/h	389	0	414	1146	1361		440	1006		499	1887	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	27.1	22.6	11.8	0.0	20.1	22.3	0.0	26.3	12.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.1	1.7	0.0	0.0	0.0	0.8	0.0	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.2	5.3	0.4	0.0	0.2	3.8	0.0	2.3	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	30.2	24.3	11.9	0.0	20.2	23.1	0.0	28.7	12.1	0.0
LnGrp LOS	A	A	C	C	B		C	C		C	B	
Approach Vol, veh/h		45			519	A		378	A		451	A
Approach Delay, s/veh		30.2			23.5			23.0			19.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		30.3	18.9	10.7	12.4	17.9		29.6				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		32.8	21.0	15.2	9.0	16.8		* 46				
Max Q Clear Time (g_c+I1), s		5.0	10.3	3.6	5.4	7.6		2.7				
Green Ext Time (p_c), s		4.3	1.5	0.1	0.2	3.3		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	53	32	344	37	202	11	327	372	385	365	37
Future Volume (veh/h)	0	53	32	344	37	202	11	327	372	385	365	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1870	1900	1885	1885	1870	1885	1870
Adj Flow Rate, veh/h	0	56	34	362	39	0	12	344	0	405	384	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	2	2	0	1	1	2	1	2
Cap, veh/h	120	84	51	520	640		270	527		552	1518	
Arrive On Green	0.00	0.08	0.08	0.15	0.34	0.00	0.15	0.15	0.00	0.16	0.42	0.00
Sat Flow, veh/h	1390	1107	672	3483	1870	1585	1015	3582	1598	3456	3582	1585
Grp Volume(v), veh/h	0	0	90	362	39	0	12	344	0	405	384	0
Grp Sat Flow(s),veh/h/ln	1390	0	1779	1742	1870	1585	1015	1791	1598	1728	1791	1585
Q Serve(g_s), s	0.0	0.0	2.9	5.9	0.8	0.0	0.6	5.4	0.0	6.7	4.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.9	5.9	0.8	0.0	0.6	5.4	0.0	6.7	4.1	0.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	135	520	640		270	527		552	1518	
V/C Ratio(X)	0.00	0.00	0.67	0.70	0.06		0.04	0.65		0.73	0.25	
Avail Cap(c_a), veh/h	433	0	535	1048	1422		307	659		866	1976	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	26.9	24.2	13.2	0.0	22.0	24.1	0.0	23.9	11.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.6	1.7	0.0	0.0	0.1	1.6	0.0	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	2.5	4.1	0.5	0.0	0.2	3.8	0.0	4.5	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.5	25.9	13.3	0.0	22.1	25.7	0.0	25.8	11.2	0.0
LnGrp LOS	A	A	C	C	B		C	C		C	B	
Approach Vol, veh/h		90			401	A		356	A		789	A
Approach Delay, s/veh		32.5			24.6			25.5			18.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		32.4	15.9	11.5	16.6	15.8		27.5				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		33.0	18.0	18.0	15.0	11.0		* 46				
Max Q Clear Time (g_c+I1), s		6.1	7.9	4.9	8.7	7.4		2.8				
Green Ext Time (p_c), s		6.6	1.0	0.2	0.9	1.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	33	11	518	37	292	9	398	261	207	279	36
Future Volume (veh/h)	0	33	11	518	37	292	9	398	261	207	279	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1693	1900	1767	1781	1826	1900	1885	1885	1796	1811	1781
Adj Flow Rate, veh/h	0	38	12	589	42	0	10	452	0	235	317	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	14	0	9	8	5	0	1	1	7	6	8
Cap, veh/h	109	76	24	735	699		312	675		337	1362	
Arrive On Green	0.00	0.06	0.06	0.23	0.39	0.00	0.19	0.19	0.00	0.10	0.40	0.00
Sat Flow, veh/h	1386	1233	389	3264	1781	1547	1079	3582	1598	3319	3441	1510
Grp Volume(v), veh/h	0	0	50	589	42	0	10	452	0	235	317	0
Grp Sat Flow(s),veh/h/ln	1386	0	1622	1632	1781	1547	1079	1791	1598	1659	1721	1510
Q Serve(g_s), s	0.0	0.0	2.0	11.3	1.0	0.0	0.5	7.8	0.0	4.5	4.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.0	11.3	1.0	0.0	0.5	7.8	0.0	4.5	4.1	0.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	0	100	735	699		312	675		337	1362	
V/C Ratio(X)	0.00	0.00	0.50	0.80	0.06		0.03	0.67		0.70	0.23	
Avail Cap(c_a), veh/h	348	0	380	1036	1238		362	839		502	1690	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	30.1	24.2	12.5	0.0	22.0	24.9	0.0	28.7	13.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.8	3.1	0.0	0.0	0.0	1.5	0.0	2.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.5	7.5	0.6	0.0	0.2	5.5	0.0	3.2	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.9	27.3	12.5	0.0	22.0	26.4	0.0	31.3	13.4	0.0
LnGrp LOS	A	A	C	C	B		C	C		C	B	
Approach Vol, veh/h		50			631	A		462	A		552	A
Approach Delay, s/veh		33.9			26.3			26.3			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		33.2	21.9	11.1	13.7	19.5		33.0				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		32.5	21.0	15.5	10.0	15.5		* 46				
Max Q Clear Time (g_c+I1), s		6.1	13.3	4.0	6.5	9.8		3.0				
Green Ext Time (p_c), s		5.3	1.6	0.1	0.3	2.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

15: S Main St & Betty Talmadge Ave/Noahs Ark Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	61	39	416	43	246	13	399	454	470	448	42
Future Volume (veh/h)	0	61	39	416	43	246	13	399	454	470	448	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1870	1900	1885	1885	1870	1885	1870
Adj Flow Rate, veh/h	0	64	41	438	45	0	14	420	0	495	472	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	2	2	0	1	1	2	1	2
Cap, veh/h	107	92	59	580	666		250	548		618	1561	
Arrive On Green	0.00	0.09	0.09	0.17	0.36	0.00	0.15	0.15	0.00	0.18	0.44	0.00
Sat Flow, veh/h	1383	1082	693	3483	1870	1585	936	3582	1598	3456	3582	1585
Grp Volume(v), veh/h	0	0	105	438	45	0	14	420	0	495	472	0
Grp Sat Flow(s),veh/h/ln	1383	0	1775	1742	1870	1585	936	1791	1598	1728	1791	1585
Q Serve(g_s), s	0.0	0.0	3.9	8.1	1.1	0.0	0.9	7.6	0.0	9.2	5.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.9	8.1	1.1	0.0	0.9	7.6	0.0	9.2	5.8	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	0	151	580	666		250	548		618	1561	
V/C Ratio(X)	0.00	0.00	0.69	0.75	0.07		0.06	0.77		0.80	0.30	
Avail Cap(c_a), veh/h	360	0	475	933	1266		260	586		771	1759	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	29.9	26.7	14.3	0.0	24.5	27.3	0.0	26.5	12.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.6	2.0	0.0	0.0	0.1	5.7	0.0	4.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	3.3	5.7	0.7	0.0	0.3	6.0	0.0	6.9	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.5	28.7	14.3	0.0	24.6	33.0	0.0	31.3	12.4	0.0
LnGrp LOS	A	A	D	C	B		C	C		C	B	
Approach Vol, veh/h		105			483	A		434	A		967	A
Approach Delay, s/veh		35.5			27.4			32.7			22.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		36.3	18.2	12.7	19.0	17.3		30.9				
Change Period (Y+Rc), s		7.0	7.0	7.0	7.0	7.0		* 7				
Max Green Setting (Gmax), s		33.0	18.0	18.0	15.0	11.0		* 46				
Max Q Clear Time (g_c+I1), s		7.8	10.1	5.9	11.2	9.6		3.1				
Green Ext Time (p_c), s		8.1	1.1	0.2	0.8	0.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.