Development of Regional Impact #1725

Gwinnett Minor League Stadium
Gwinnett County, Georgia

Prepared for:

Gwinnett Convention and Visitors Bureau

Prepared by:

PBS&J

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Executive Summary

This report provides a study of the traffic impacts related to the development of a minor league baseball stadium in Gwinnett County, Georgia. The proposed project is located just south of Interstate 85 (I-85) along State Route 20 (SR 20) between Tech Center Parkway and Old Peachtree Road. Ultimately this project will include a mixture of uses consisting of attraction, retail, office and residential land uses. However, pursuant to the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority's (GRTA) recommendation, this report addresses the first phase of construction, which does not require a rezoning by the applicant. The remainder of this project will be reviewed as another Development of Regional Impact (DRI) submittal.

The Gwinnett Minor League Baseball Stadium is predominately an attraction oriented development supplemented with retail uses. Access for the development has been proposed at four locations along SR 20 with an alternate access location along Tech Center Parkway. Three of the access locations along SR 20 will be constructed as restricted right-in/right-out only movements. One full-movement location along SR 20 will be directly aligned with an existing median opening. The access location along Tech Center Parkway will allow for all movements and will be directly aligned with Tech Center Drive. The proposed development will provide additional attraction and employment opportunities to Gwinnett County. There is a 10,000 seat minor league baseball stadium and 73,000 square feet of retail space planned to be constructed on approximately 45 acres for this phase of construction, which has been estimated to be completed by the year 2009.

Pursuant to GRTA's request, the traffic study for this project entailed a detailed intersection analysis for the following intersections:

- SR 20 @ Old Peachtree Rd
- SR 20 @ Tech Center Pkwy
- SR 20 @ Rock Springs Rd
- SR 20 @ I-85 NB Ramps
- SR 20 @ I-85 SB Ramps
- Old Peachtree Rd @ Tech Center Pkwy
- Tech Center Pkwy @ Tech Center Dr
- Rock Springs Rd @ Tech Center Dr
- Rock Springs Rd @ Old Peachtree Rd
- All proposed access locations

For this analysis, the proposed development was found to produce 10,331 vehicles trips per day. There were not any adjustments made for the reduction in trips by developing a mixture of uses. However, trip reductions for alternative modes of travel and for pass-by trips, associated with the commercial component of this development, were realized. These trips were then distributed and assigned to the study area. Detailed capacity analyses of the intersections studied in this report were performed using the modeling software CORSIM, version 5.1 utilizing peak hour traffic volumes for the weekday PM peak hour and for the Saturday peak hour.

The analyses performed in this report were for the first phase of development, for the year 2009. Results from the intersection analyses revealed that improvements are necessary within the study area in order for all intersections to operate at an acceptable level of service (LOS) for the Build Condition. The analyses revealed that both the Existing (2008) and future (2009) No-Build Conditions operate at an acceptable LOS.

Future No-Build Conditions for the proposed development were established to determine what impacts the proposed development would have on the study area network. No-Build Conditions for the year 2009 incorporated a four percent (4%) growth rate for traffic volumes along the study area roadways. There were four transportation projects programmed for construction by Gwinnett County within the study area that were included in the No-Build Conditions. These programmed transportation projects included:

- SR 20 @ Old Peachtree Rd – Intersection Improvement
- Old Peachtree Road @ Rock Springs Rd – Signalization
- SR 20 @ Rock Springs Rd – Intersection Improvement
- SR 20 Corridor ATMS improvements

As indicated, there were not any additional transportation improvements required without the construction of the proposed project for the year 2009. However, there are improvements required in order to serve the traffic generated by the proposed development. Improvements required for the Build Conditions for the year 2009 are as follows:

- Tech Center Pkwy @ SR 20
  - Lengthen eastbound dual left-turn bays on Tech Center Pkwy
- SR 20 @ Driveway B
  - Signalize Intersection
  - Provide for a northbound dual left-turn movement along SR 20
- Widen SR 20 from 4 to 6 lanes from Old Peachtree Rd to I-85

It should be noted that the traffic associated with the proposed development is not typical daily traffic as there will be approximately 80 events each year. Therefore, other measures to control event traffic such as temporary signage, law enforcement, temporary signal timing, etc. may be more feasible, rather than widening SR 20 from four to six lanes.

DRI #1725
Gwinnett Minor League Stadium

The following table provides a general summary for the DRI Non-Expedited Review:

Name and Number of DRI	Gwinnett Minor League Stadium (Georgia Technology Center) DRI #1725
Jurisdiction	Gwinnett County
Local Development Approval Sought	Permitting
Location	West of State Route 20 (Buford Drive) between Old Peachtree Road and Tech Center Parkway
Uses and Intensities	10,000 seat baseball stadium, 73,000 square feet of retail
Project Phasing and Build Out Schedule	Single Phase for the year 2009
Trip Generation (ADT/AM Peak/PM Peak)	13,535 /130 /1,738
Saturday Post Event Traffic	3,000

1.0 Project Description

1.1 Introduction

The following analysis reports the anticipated traffic impacts that are associated with the construction of a minor league baseball stadium and accompanying retail space in Gwinnett County, Georgia. Pursuant to the Atlanta Regional Commssion (ARC) and the Georgia Regional Transportation Authority's (GRTA) request, the master plan for this development will be reviewed in two stages. The applicant's intent is to construct a well balanced mixed-use community that offers opportunities for employment, housing and recreation. This document addresses the first phase of construction, which has been planned to be completed in the year 2009. The predominant land use for this stage of development will be primarily an attraction.

This proposed development has been classified as a Development of Regional Impact (DRI). A DRI can be defined as a large scale development that is likely to have effects outside of the local government jurisdiction in which they are located. The Department of Community Affairs (DCA) has established tiers and thresholds for developments based upon which county they are located in. A county can be classified either as an Atlanta Region, Metropolitan Region or Non-metropolitan Region County. An exceeded threshold is subject to regional review prior to any local government action as required by state law and DCA rules.

The proposed attraction type development is located in Gwinnett County, which is classified as an Atlanta Region County; therefore, regional review is required if this proposed attraction has greater than 2,000 parking spaces or a seating capacity of more than 7,500. Based upon the site plan that is provided in Figure 1, this development requires regional review. Coordination shall be conducted between the host local government and the appropriate review agencies, which consist of the ARC and the GRTA. This analysis has been prepared as part of a non-expedited review submittal as a result of requesting a development permit from Gwinnett County, Georgia.

The site for the proposed development is located in the northern portion of Gwinnett County, west of State Route 20 (SR 20) and just south of Interstate 85 (I-85). The proposed site along SR 20 is situated between Tech Center Parkway, to the north, and Old Peachtree Road, to the south. The location of the subject property has been further illustrated in Figure 2.

1.2 Site Plan Review

As stated previously, the site is located along SR 20 between Tech Center Parkway and Old Peachtree Road. The site plan is unique to the area in that the principle attraction, which centers as the site's predominant feature, is affiliated with the Atlanta Braves major league baseball team. All parking associated with the proposed uses will be surface parking and the accompanying retail uses surround the minor league baseball stadium.

SITE LOCATION MAP
NOT TO SCALE

OWNER CONTACT:
LEE TUCKER
1550 NORTH BROWN ROAD
SUITE 125
LAWRENCEVILLE, GA 30043
PHONE: 770-232-0000
FAX: 678-518-6880
EMAIL: ltucker@mtplawfirm.com

ARCHITECT:
MARK B. HULTS, AIA
HKS, INC.
3445 PEACHTREE ROAD, NE
SUITE 675
ATLANTA, GA 30326
PHONE: 404-442-7878
FAX:404-442-7868
EMAIL: mhults@hksinc.com

CIVIL ENGINEER:
MIKE TWINER, P.E.
PLANNERS AND ENGINEERS
COLLABORATIVE, INC.
350 RESEARCH COURT
NORCROSS, GA 30092
PHONE: 770-451-2741
FAX: 770-451-3915
EMAIL: mtwiner@pecatl.com

TRAFFIC ENGINEER:
JAMES R. ADAMS, AICP
1835 SHACKLEFORD COURT
SUITE 140
NORCROSS, GA 30093
PHONE: 770-638-4766
FAX: 770-638-3542
EMAIL: JRAdams@pbsj.com

WETLANDS CONSULTANT:
JASON E. MORRELL
RED OAK ECOLOGICAL
350 RESEARCH COURT
NORCROSS, GA 30092
PHONE: 678-684-6224
FAX: 678-684-6249
EMAIL: jmorrell@pecatl.com

PARKING DATA:

PARKING REQUIREMENTS:

RETAIL USE:
Minimum Parking Allowed: 1 space / 500 SF
Maximum Parking Allowed: 1 space / 200 SF
PUBLIC ASSEMBLY (with Fixed Seating)
Minimum Parking Allowed: 1 space / 4 Seats
Maximum Parking Allowed: 1 space / 2 Seats

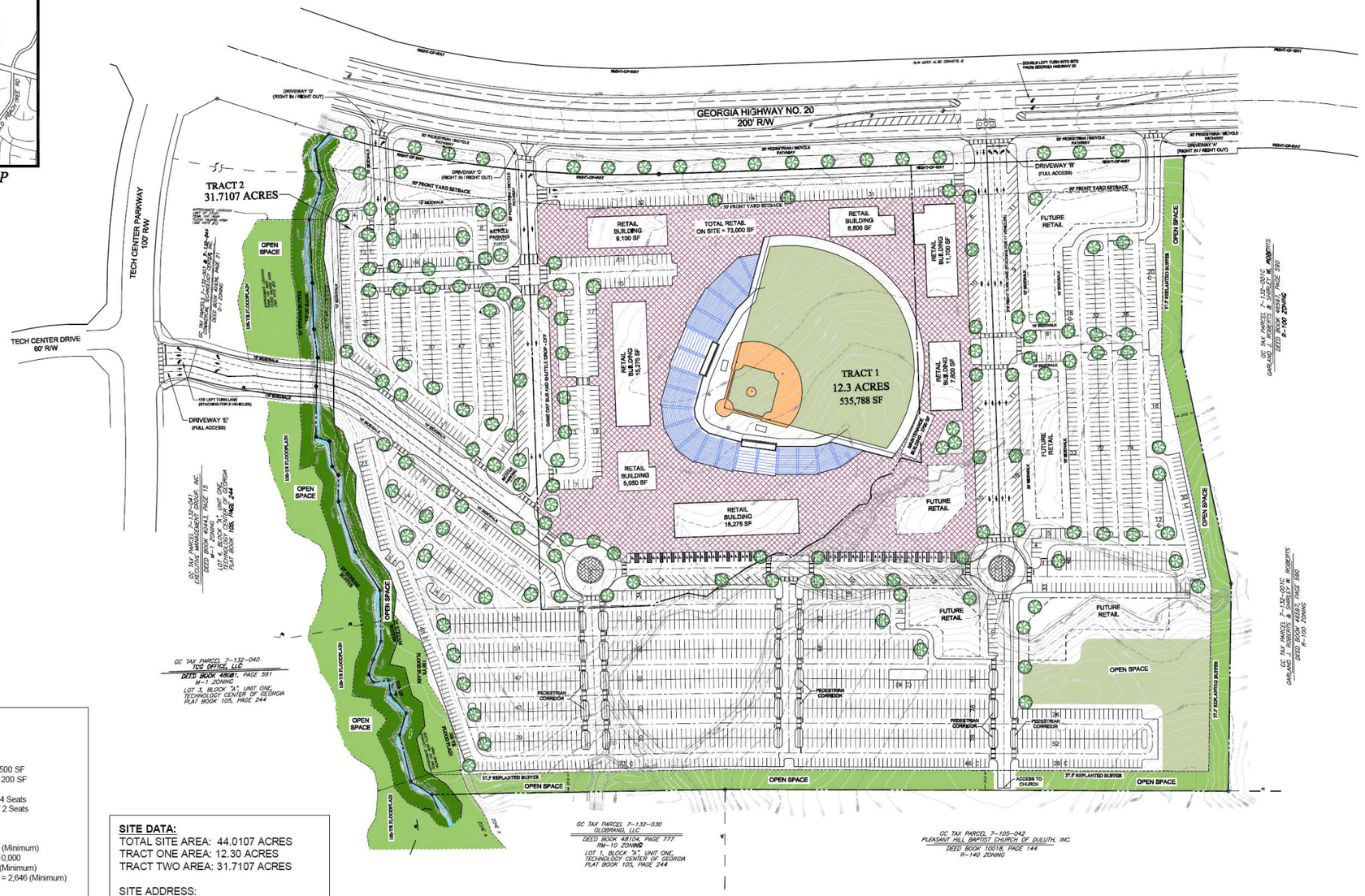
MINIMUM PARKING REQUIRED:
RETAIL SPACE PROVIDED: 73,000 SF
73,000 / 500 = 146 Spaces Required (Minimum)
PUBLIC ASSEMBLY SEATS PROVIDED: 10,000
10,000 / 4 = 2,500 Spaces Required (Minimum)
TOTAL SPACES REQUIRED: 146 + 2,500 = 2,646 (Minimum)

MAXIMUM PARKING ALLOWED:
RETAIL SPACE PROVIDED: 73,000 SF
73,000 / 200 = 364 Spaces Allowed (Maximum)
PUBLIC ASSEMBLY SEATS PROVIDED: 10,000
10,000 / 2 = 5,000 Spaces Allowed (Maximum)
TOTAL SPACES ALLOWED: 365 + 5,000 = 5,365 (Maximum)

TOTAL PARKING PROVIDED:
ON SITE PARKING:
1,943 - STANDARD SPACES (9'x18')
136 - 45° SPACES (12'x20')
375 - COMPACT SPACES (8'x16')
8 - VAN ACCESSIBLE SPACES
38 - STANDARD ACCESSIBLE SPACES
2,500 - TOTAL SPACES ON SITE

OFF-SITE PARKING:
500 PARKING SPACES SHALL BE PROVIDED OFF-SITE FOR ACCESS TO SITE VIA BUS SERVICE, SHUTTLE SERVICE, AND PEDESTRIAN WALKWAYS.

TOTAL PARKING PROVIDED: 2,500 + 500 = 3,000 SPACES



SITE DATA:
TOTAL SITE AREA: 44.0107 ACRES
TRACT ONE AREA: 12.30 ACRES
TRACT TWO AREA: 31.7107 ACRES

SITE ADDRESS:
2500 BUFORD DRIVE
LAWRENCEVILLE, GA 30043

COUNTY TAX PARCEL: 7-132-024
EXISTING ZONING: C-2
PROPOSED ZONING: C-2

PROPOSED USE: MINOR LEAGUE BASEBALL STADIUM (10,000 SEATS) WITH RETAIL DEVELOPMENT CONSISTING OF 73,000 SF.

MINIMUM YARD REQUIREMENTS:
FRONT YARD = 50' SETBACK
SIDE YARD= 37.5' REPLANTED BUFFER
REAR YARD = 37.5' REPLANTED BUFFER
STREAM = 25' BUFFER

SITE NOTES:
1. SITE IS PRESENTLY A VACANT WOODED LOT.

2. BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY BY BROCK DESIGN GROUP, INC. DATED JANUARY 23, 2008.

3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR GWINNETT COUNTY, GEORGIA, COMMUNITY PANEL NUMBERS 13135C0034F AND 13135C0045F, MAP EFFECTIVE DATE 09-29-05, A PORTION OF THIS PROPERTY FALLS WITHIN A DESIGNATED SPECIAL FLOOD HAZARD AREA INUNDATED BY 100-YR FLOOD WITH NO BASE ELEVATIONS DETERMINED.

4. A PORTION OF THE PROJECT SITE CONTAINS WETLANDS ACCORDING TO A REVIEW OF THE NATIONAL WETLANDS INVENTORY MAP AND AN INSPECTION OF THE SITE. LIMITS OF JURISDICTIONAL WETLANDS AND LIMITS OF WRESTED VEGETATION WERE FLAGGED IN THE FIELD BY RED OAK ECOLOGICAL IN DECEMBER 2007.

BUILDING DATA:
1. PRESENT PHASE PROPOSES SEVEN ONE-STORY BUILDINGS TOTALING 73,000 SQUARE FEET OF RETAIL SPACE, ONE 10,000 SEAT MINOR LEAGUE BASEBALL STADIUM, AND A 2,700 SF MAINTENANCE BUILDING.

2. TOTAL COMMERCIAL FLOOR AREA RATIO:
TRACT ONE = 73,000 SF / 12.3 ACRES = 5,935 SF / ACRE
OVERALL SITE = 73,000 SF / 44.0107 = 1,660 SF / ACRE

3. NO RESIDENTIAL BUILDINGS ARE PROPOSED ON SITE.

4. BUILDINGS LABELED "FUTURE RETAIL ARE NOT INCLUDED IN THE FLOOR AREA RATIO CALCULATIONS ON THIS PLAN.

PRESERVED OPEN SPACE NOTES:
1. THE PORTIONS OF THIS SITE LOCATED IN THE PROTECTED STREAM BUFFERS AND REPLANTED BUFFERS SHALL BE DEDICATED AS PRESERVED OPEN SPACE.

STREAM AND WETLANDS NOTE:
1. OWNER SHALL APPLY FOR INDIVIDUAL PERMIT FROM ARMY CORPS OF ENGINEERS TO DISTURB JURISDICTIONAL WATERS.

2. OWNER SHALL APPLY TO GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION WATERSHED PROTECTION BRANCH FOR STREAM BUFFER VARIANCE.

LAND LOT # 132
7th DISTRICT

GWINNETT BRAVES STADIUM

FOR
HKS INC.
SPORTS & ENTERTAINMENT GROUP
3445 PEACHTREE ROAD, NE, SUITE 675
ATLANTA, GA 30326
PHONE: (404) 404-442-7878 FAX: (404) 404-442-7868

Barton Malow

GWINNETT COUNTY
GEORGIA

HKS

GWINNETT CENTER

"WE PROVIDE SOLUTIONS"
PLANNERS AND ENGINEERS COLLABORATIVE
SITE PLANNING ■ LANDSCAPE ARCHITECTURE ■ CIVIL ENGINEERING ■ LAND SURVEYING
350 RESEARCH COURT ■ NORCROSS, GEORGIA 30092 ■ (770)451-2741 ■ FAX (770)451-3915 ■ WWW.PECATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION

SHEET TITLE
DRI SITE PLAN

0 50 100 200 300

SCALE: 1" = 100'
DATE: FEB. 20, 2008
PROJECT: 07135.00A

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 18509 PROFESSIONAL ENGINEER MICHAEL S. TWINER

S6
SHEET

Figure 1

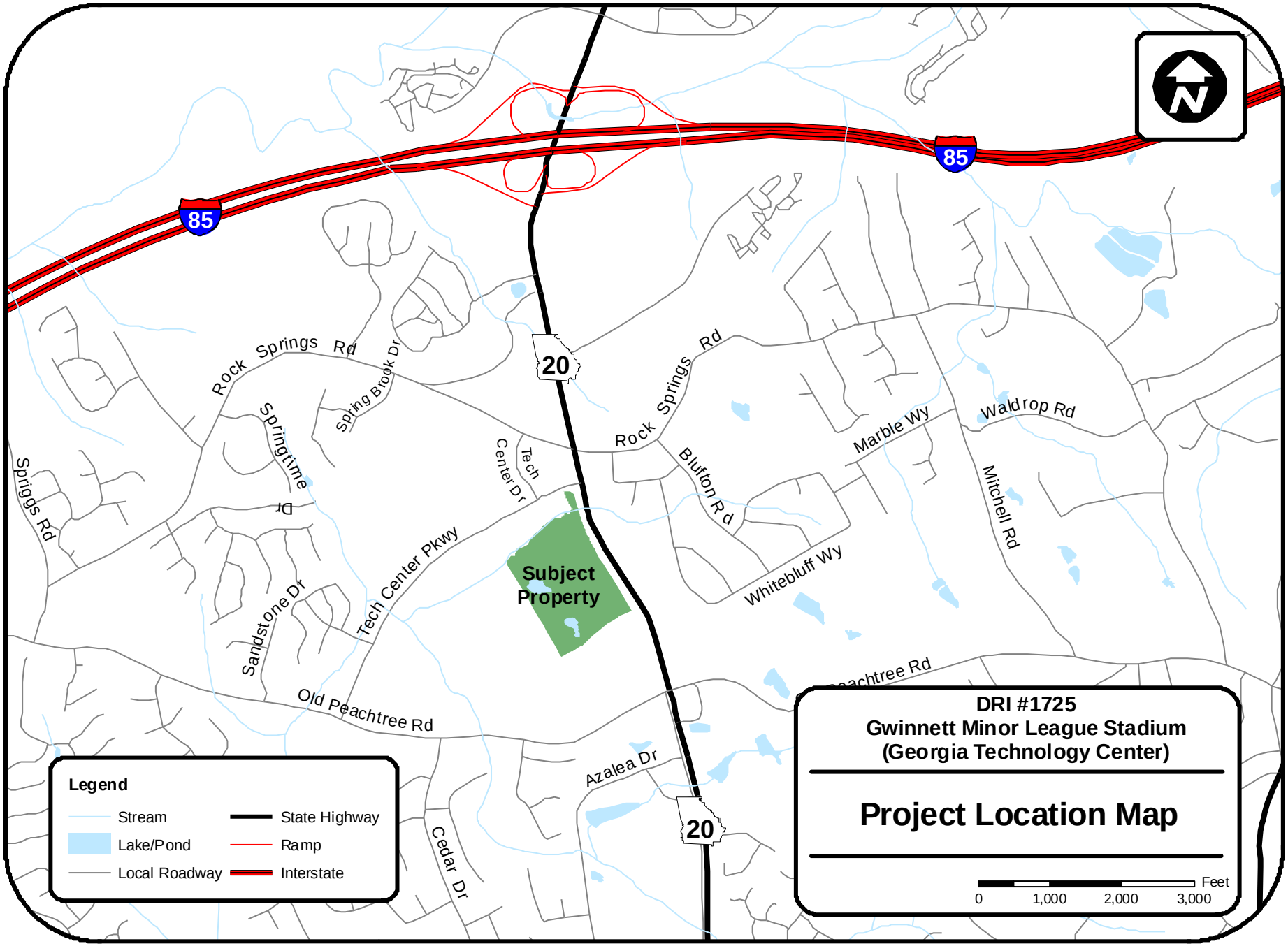

85
85
20
20
Rock Springs Rd
Rock Springs Rd
Spring Brook Dr
Springtime Dr
Spriggs Rd
Tech Center Dr
Tech Center Pkwy
Sandstone Dr
Subject Property
Bluffton Rd
Marble Wy
Waldrop Rd
Mitchell Rd
Whitebluff Wy
Old Peachtree Rd
Azalea Dr
Cedar Dr
Legend
Stream
Lake/Pond
Local Roadway
State Highway
Ramp
Interstate
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Project Location Map
Feet
0
1,000
2,000
3,000

Figure 2

The proposed development has been scheduled to be completed in one construction phase to be completed in the year 2009. The site for the subject property is currently zoned as C-2, in Gwinnett County, and will not require a rezoning process to accommodate the proposed uses. Adjacent properties west of the subject property are zoned as R-140 and M-1. The R-140 zoning classification consists of a church facility. Properties north of the subject property are zoned as M-1 and OI, while properties south of the subject property are zoned as R-100. SR 20 is adjacent to the subject property's eastern property line. Zoning classifications east of SR 20 include OI and R-100. These zoning classifications within the vicinity of the subject property have been displayed in Figure 3.

The proposed development anticipates constructing a 10,000-seat minor league baseball stadium affiliated with the Atlanta Braves major league baseball team, along with 73,000 square feet of retail space on approximately 45 acres. A summary of these land uses and densities are provided in Table 1, below.

Table 1
Proposed Land Uses

Use	Density
Minor League Baseball Stadium	10,000 seats
Retail	73,000 sqft

Currently, the subject property is undeveloped. The subject property is bound to the south by a detached single-family residence, to the west by a church facility and undeveloped land and to the north by an office complex. These existing land uses have been illustrated in Figure 4.

Off-street parking will be provided in accordance with the Gwinnett County zoning ordinances, development guidelines, and tree protection and replacement ordinances. Specifically, the following parking ratios are required for the subject property:

- Retail:

  1 parking space per 500 square feet

- Stadium:

  1 parking space for every 3 seats

There have been 2,500 parking spaces allocated on the attached site plan. The parking requirements for the Phase I retail portion of this development and the stadium are intended to be accomplished via shared parking through a mutual parking easement. The location of any additional parking spaces, which may be needed for purposes of the future build-out of the development, will be provided as part of the submittal for Phase II of this project (these additional spaces will be located on property owned by the developer within walking distance of the stadium).

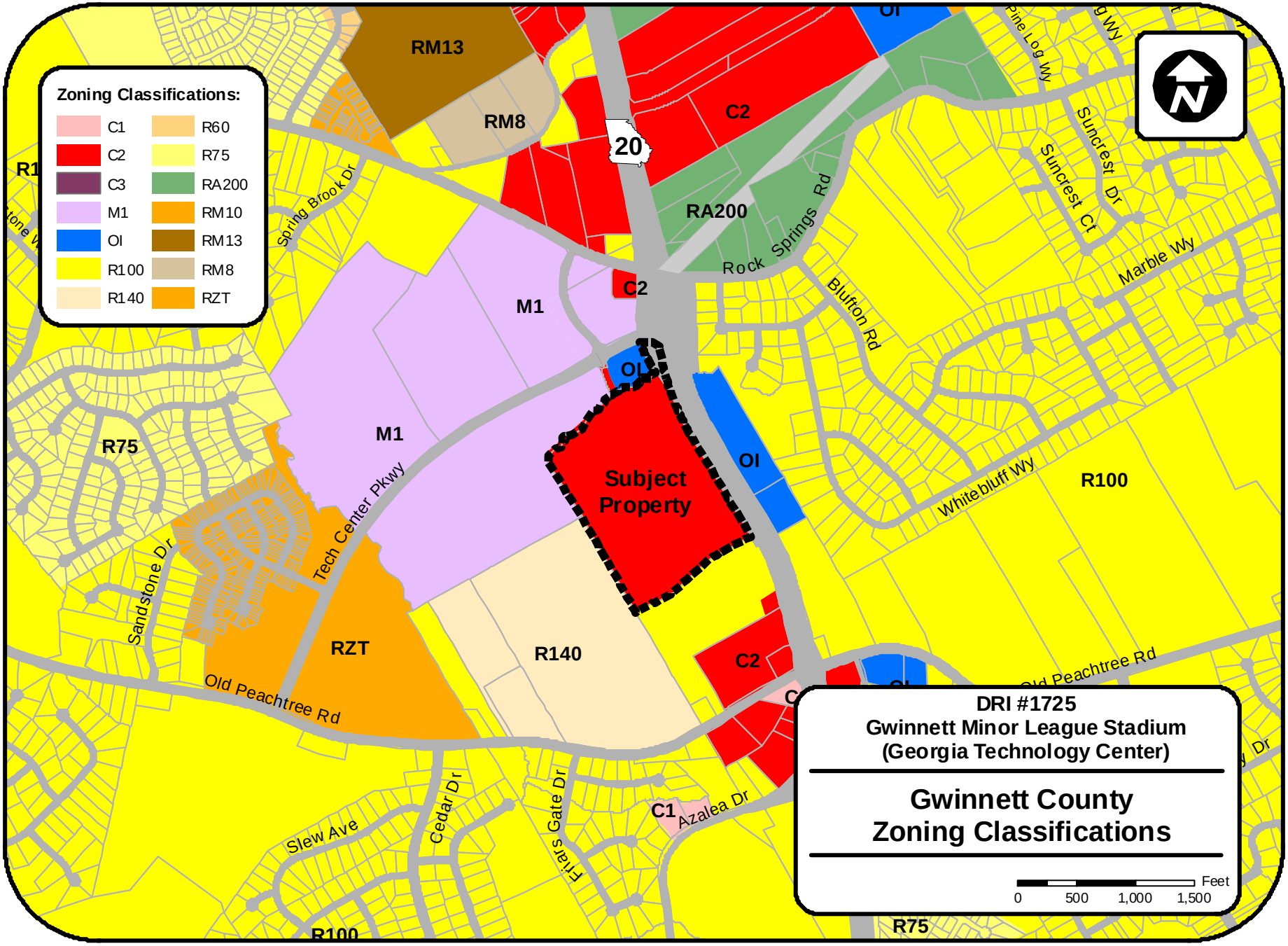

Zoning Classifications:
C1
C2
C3
M1
OI
R100
R140
R60
R75
RA200
RM10
RM13
RM8
RZT
RM13
RM8
C2
OI
20
RA200
Rock Springs Rd
Spring Brook Dr
Pine Log Wy
Suncrest Dr
Suncrest Ct
Marble Wy
Bluffton Rd
C2
M1
OI
M1
R75
Subject Property
OI
Whitebluff Wy
R100
Tech Center Pkwy
Sandstone Dr
RZT
R140
C2
Old Peachtree Rd
Old Peachtree Rd
Slew Ave
Cedar Dr
Fitts Gate Dr
C1
Azalea Dr
R100
R75
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Gwinnett County
Zoning Classifications
Feet
0
500
1,000
1,500

Figure 3

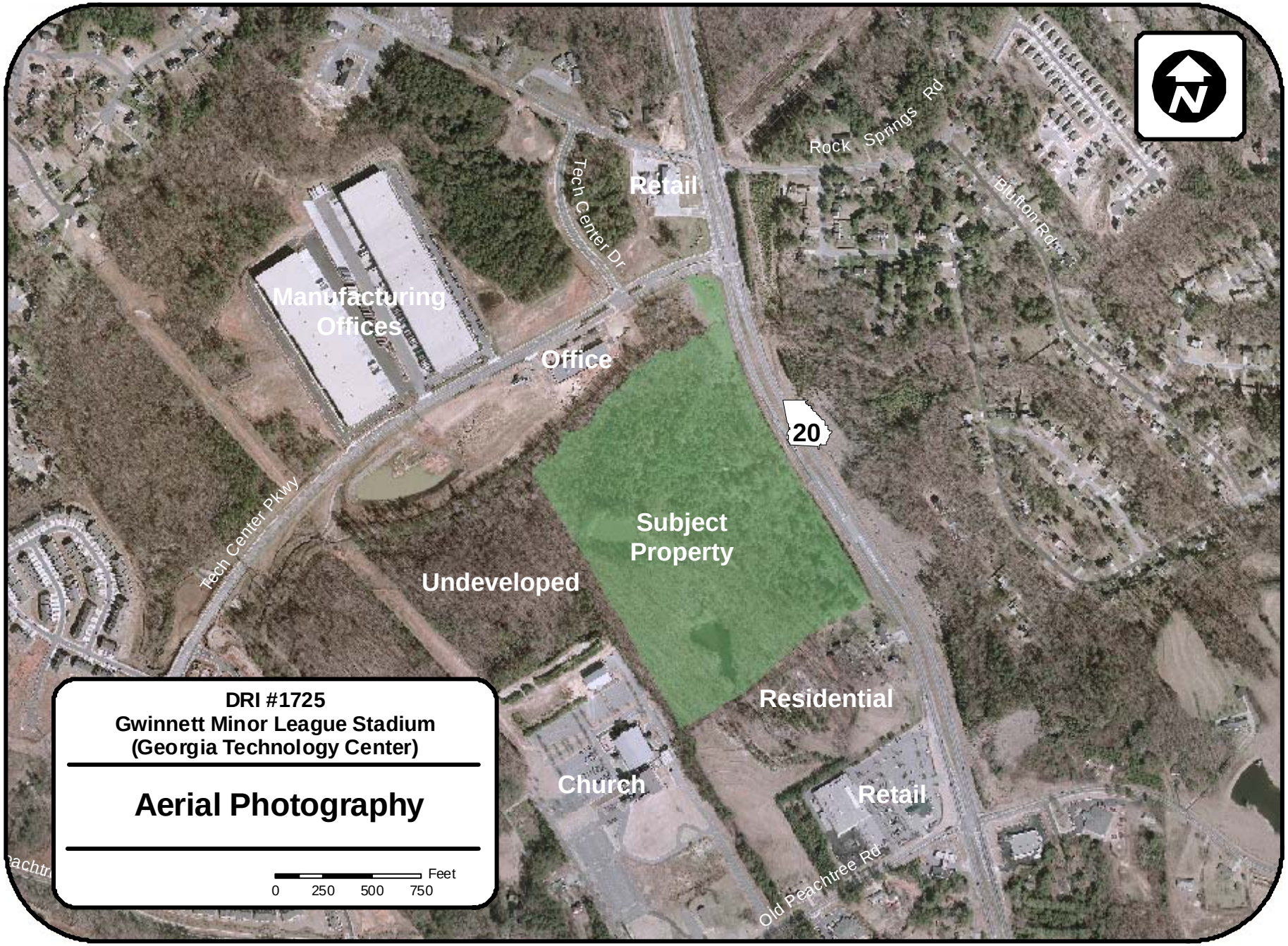

Rock Springs Rd
Tech Center Dr
Retail
Bluffton Rd
Manufacturing
Offices
Office
20
Tech Center Pkwy
Subject
Property
Undeveloped
Residential
Church
Retail
Old Peachtree Rd
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Aerial Photography
Feet
0
250
500
750

Figure 4

1.3 Site Access

Vehicular access for the proposed development has been proposed at five locations. Each location will serve both the retail and stadium portions of the proposed development as shared access to surface parking areas and all surface parking areas have been inter-connected. The locations for these proposed access locations are illustrated in Figure 5. For the purposes of this analysis the proposed driveways have been identified as Driveways A through E.

As one can see in Figure 5, Driveways A, C and D along SR 20 will be constructed as right-in/right-out movements, while Driveway B will be constructed as full-movement. Driveway B has been directly aligned with an existing median opening along SR 20. Driveway E offers an alternate access to the proposed development from Tech Center Parkway. Driveway E will be constructed as full-movement and has been directly aligned with Tech Center Drive.

- Driveway A serves SR 20 southbound traffic with a single ingress lane to surface area parking. Egress traffic from Driveway A will be constructed as a single outbound lane to SR 20 southbound.

- Driveway B serves both northbound and southbound vehicular traffic along SR 20 and will be constructed as a four-lane driveway accessing the surface parking areas for the proposed development. There will be two (2) ingress lanes accommodating a dual left-turn movement from SR 20 northbound along with the SR 20 southbound right-turn movement. There will also be two egress lanes; each of these lanes shall be designated as "left-only" turn movements along with a right-turn bay.

- Driveway C serves SR 20 southbound traffic with a single ingress lane to surface area parking. Egress traffic from Driveway C will be constructed as a single outbound lane to SR 20 southbound.

- Driveway D serves SR 20 southbound traffic with a single ingress lane to surface area parking. Egress traffic from Driveway D will be constructed as a single outbound lane to SR 20 southbound.

- Driveway E serves as an alternate access to the surface area parking for the proposed development from Tech Center Parkway. This driveway will be constructed as a four-lane driveway with two (2) ingress lanes and two (2) egress lanes. The egress lanes for this driveway will consist of a right-only lane and a through lane and will be further supplemented with a left-turn bay. As stated previously, this driveway has been proposed to be directly aligned with Tech Center Drive.

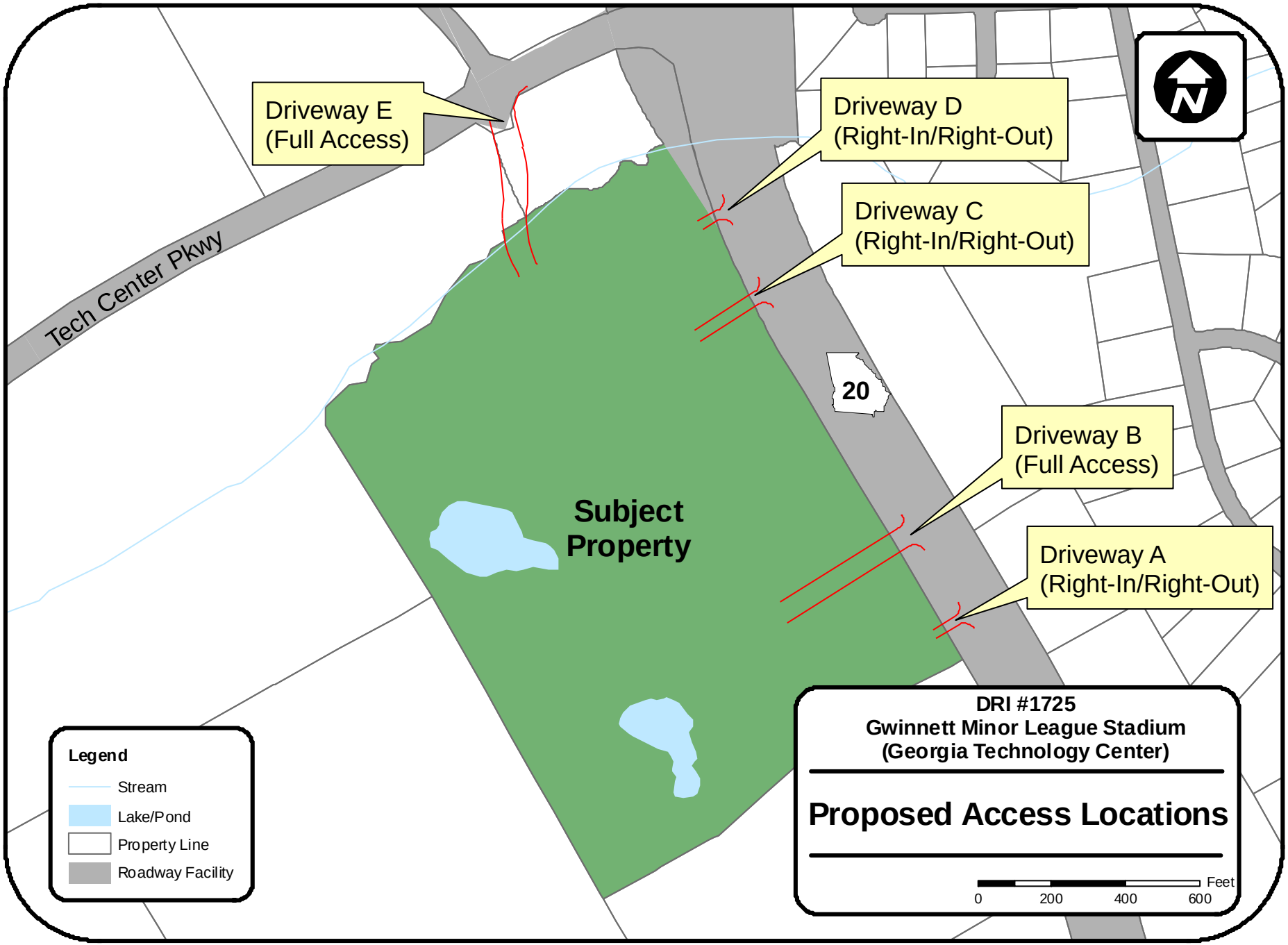

Driveway E
(Full Access)
Driveway D
(Right-In/Right-Out)
Driveway C
(Right-In/Right-Out)
Tech Center Pkwy
20
Driveway B
(Full Access)
Subject
Property
Driveway A
(Right-In/Right-Out)
N
Legend
Stream
Lake/Pond
Property Line
Roadway Facility
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Proposed Access Locations
Feet
0
200
400
600

Figure 5

1.4 Bicycle and Pedestrian Facilities

Currently, there is not any bicycle or pedestrian facilities that exist along SR 20, for the portion of the roadway facility that adjoins the subject property. There are however, bicycle and pedestrian facilities located along Rock Springs Road, Tech Center Drive, Tech Center Parkway and Old Peachtree Road within close proximity to the subject property. An eight-foot multi-use path currently exists adjacent to the eastbound travel lane along Tech Center Parkway.

The proposed development along SR 20 will work to maintain and enhance the existing system of bicycle and pedestrian facilities by connecting to any existing sidewalks adjacent to the site. Additionally, the proposed development will be providing newly constructed bicycle and pedestrian facilities within the development for additional pedestrian connectivity.

1.5 Transit Facilities

There are not any rail transit opportunities within close proximity to the proposed development. There are, however, bus transit operations offered by Gwinnett County Transit that operate during both, the week and on Saturdays. Gwinnett County Transit offers a local bus route (Route 50) that connects the City of Buford, near the Mall of Georgia, to Discover Mills, which is located along Sugarloaf Parkway. There are two park and ride lots along this local bus route, one being located at Discover Mills and the other at Interstate 985. Route 101A, supplements this local bus service by providing a weekday "express" service for those riders traveling to and from downtown Atlanta.

The proposed development will be providing amenities to encourage ridership, such as a bus shelter, potential shuttle service, sidewalks and bicycle racks. Detailed route descriptions for each of the existing transit routes are provided in Tables 2 and 3.

Table 2
Local Bus Service (Route 50)

Weekday/Saturday to Buford				
Leave Discover Mills	**Mall of Georgia**	**Woodward Crossing @ Buford Dr**	**Buford Dr @ Buford Hwy**	**Arrive Buford Senior Services Center**
-	-	-	-	-
6:55 am	7:17 am	7:20 am	7:24 am	7:36 am
8:25 am	8:47 am	8:50 am	8:54 am	9:06 am
9:55 am	10:17 am	10:20 am	10:24 am	10:36 am
11:25 am	11:47 am	11:50 am	11:54 am	12:06 am
12:55 pm	1:17 pm	1:20 pm	1:24 pm	1:36 pm
2:25 pm	2:47 pm	2:50 pm	2:54 pm	3:06 pm
3:55 pm	4:17 pm	4:20 pm	4:24 pm	4:36 pm
5:25 pm	5:47 pm	5:50 pm	5:54 pm	6:06 pm
6:55 pm	7:17 pm	7:20 pm	7:24 pm	7:36 pm
Weekday/Saturday to Discover Mills Park & Ride Lot				
Leave Buford Senior Services Center	**Buford Dr @ Buford Hwy**	**Woodward Crossing @ Buford Dr**	**Mall of Georgia**	**Arrive Discover Mills**
-	-	-	-	6:45 am
7:36 am	7:46 am	7:50 am	7:53 am	8:15 am
9:06 am	9:16 am	9:20 am	9:23 am	9:45 am
10:36 am	10:46 am	10:50 am	10:53 am	11:15 am
12:06 pm	12:16 am	12:20 am	12:23 am	12:45 am
1:36 pm	1:46 pm	1:50 pm	1:53 pm	2:15 pm
3:06 pm	3:16 pm	3:20 pm	3:23 pm	3:45 pm
4:36 pm	4:46 pm	4:50 pm	4:53 pm	5:15 pm
6:06 pm	6:16 pm	6:20 pm	6:23 pm	6:45 pm
-	-	-	-	-

Source: Gwinnett County Transit, 2008
www.gwinnettcounty.com/departments/transportation/routes/

Table 3
Express Bus Service (Route 101A)

To Mall of Georgia			
Leave MARTA Five Points	**Peachtree Center**	**MARTA Arts Center**	**Arrive Mall of Georgia**
7:15 am	7:20 am	7:35 am	8:20 am
7:45 am	7:50 am	8:05 am	8:50 am
8:15 am	8:20 am	8:35 am	9:20 am
8:45 am	8:50 am	9:03 am	9:50 am
9:15 am	9:20 am	9:35 am	10:20 am
To Downtown Atlanta			
Leave Mall of Georgia	**MARTA Arts Center**	**Peachtree Center**	**Arrive MARTA Five Points**
2:47 pm	3:37 pm	3:52 pm	3:57 pm
3:17 pm	4:07 pm	4:22 pm	4:27 pm
3:47 pm	4:37 pm	4:52 pm	4:57 pm
4:25 pm	5:15 pm	5:30 pm	5:35 pm
4:55 pm	5:50 pm	6:05 pm	6:10 pm

Source: Gwinnett County Transit, 2008
www.gwinnettcounty.com/departments/transportation/routes/

2.0 Traffic Analysis Methodology and Assumptions

2.1 Growth Rate

Future background traffic for the proposed development for the build year (2009) has been calculated by analyzing GDOT historical traffic counts to obtain an average annual growth rate. There are several GDOT count stations that are located within the vicinity of the project. Counts at these locations were reviewed for the years 2003 through 2006, in order to determine historical trends for this analysis. An average annual growth rate of four percent (4%) was calculated based upon these data and was agreed upon during the methodology meeting with GRTA, ARC, GDOT and Gwinnett County staff. The historical traffic counts are provided in Table 4 and the location of the traffic count stations are illustrated in Figure 6.

Table 4
GDOT Historical Traffic Count Data

Traffic Count Station	Roadway	Year				Annual Percent Growth
		2003	2004	2005	2006	
121	Buford Dr, btwn I-85 and Gravel Springs Rd	38,310	42,000	43,980	44,070	3.6%
123	Buford Dr, btwn Old Peachtree Rd and Rock Springs Rd	33,260	33,170	36,990	28,000	-4.2%
258	Gravel Springs Rd, btwn Sunny Hill Rd and Brown Rd	17,880	20,420	20,240	22,120	5.5%
261	Gravel Springs Rd, btwn SR 124 and I-85	15,680	17,920	18,390	16,280	0.9%
307	I-85, west of Buford Dr	87,520	105,571	106,480	107,850	5.4%
309	I-85, east of Buford Dr	73,700	87,570	90,250	91,080	5.4%

2.2 Traffic Data Collection

Traffic count data for the proposed project has been obtained from All Traffic Data Services, Inc. Peak-hour intersection turning movement counts were collected at nine key intersections within the immediate vicinity of the proposed project for the PM weekday peak hour and also for the Saturday peak hours. Peak hour traffic count worksheets are provided in Appendix A.

Signalized intersections, along with peak hours of traffic, within the study area include:

- SR 20 @ Old Peachtree Rd
  (Weekday PM: 4:30 pm to 5:30 pm) (Sat: 12:30 pm to 1:30 pm)
- SR 20 @ Tech Center Pkwy
  (Weekday PM: 5:00 pm to 6:00 pm) (Sat: 11:45 pm to 12:45 pm)
- SR 20 @ Rock Springs Rd
  (Weekday PM: 5:00 pm to 6:00 pm) (Sat: 11:45 pm to 12:45 pm)

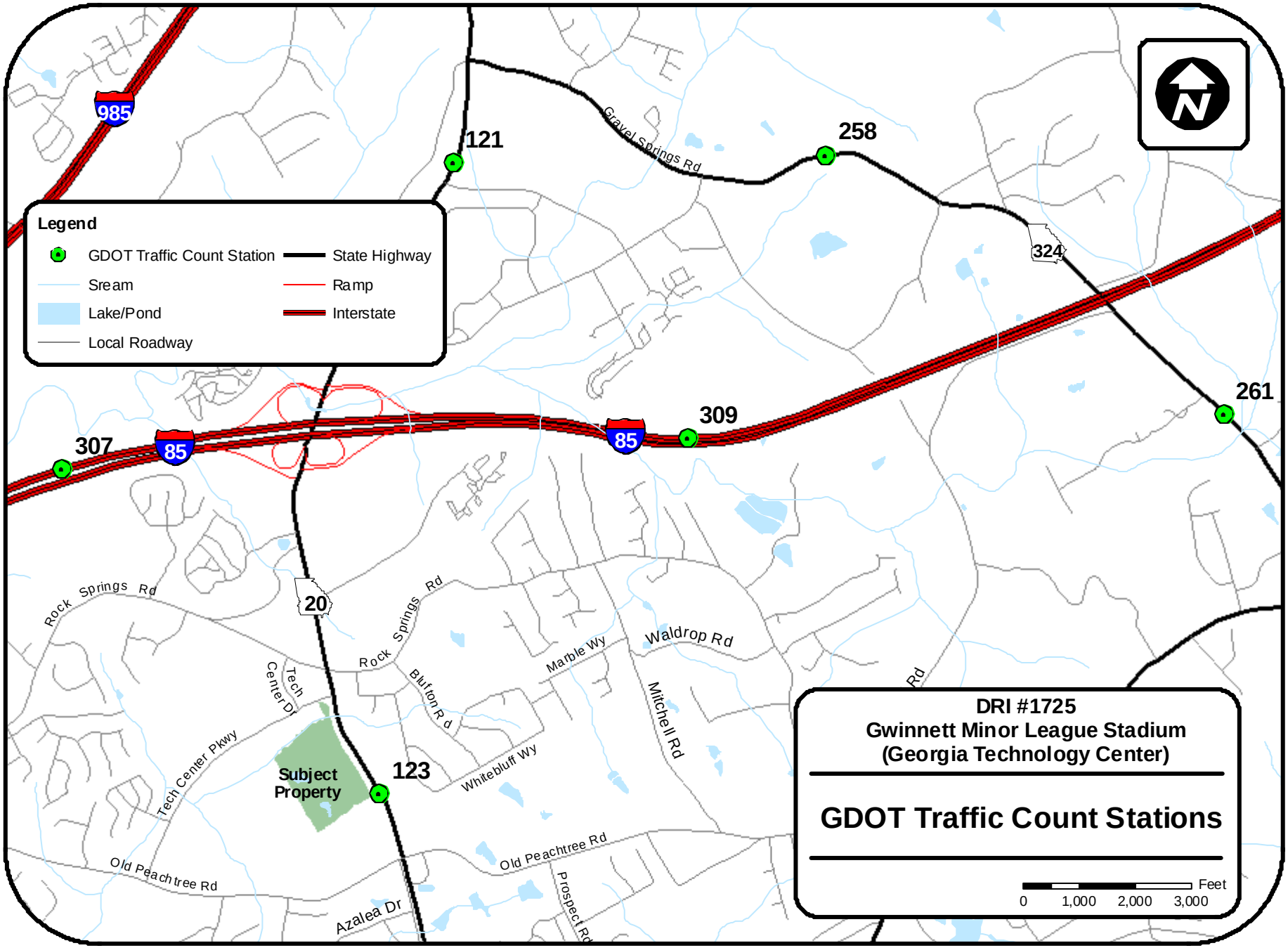

Legend
GDOT Traffic Count Station
State Highway
Sream
Ramp
Lake/Pond
Interstate
Local Roadway
985
121
Gravel Springs Rd
258
324
261
309
307
85
85
20
Rock Springs Rd
Rock Springs Rd
Marble Wy
Waldrop Rd
Tech Center Dr
Bluffton Rd
Mitchell Rd
Tech Center Pkwy
Subject Property
123
Whitebluff Wy
Old Peachtree Rd
Old Peachtree Rd
Azalea Dr
Prospect Rd
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
GDOT Traffic Count Stations
Feet
0
1,000
2,000
3,000

Figure 6

The remaining intersections within the study area were un-signalized. The following intersections and associated peak hours are stop-sign controlled:

- Old Peachtree Rd @ Tech Center Pkwy
  (Weekday PM: 4:30 pm to 5:30 pm) (Sat: 5:15 pm to 6:15 pm)
- Tech Center Pkwy @ Tech Center Dr
  (Weekday PM: 5:00 pm to 6:00 pm) (Sat: 12:00 pm to 1:00 pm)
- Rock Springs Rd @ Tech Center Dr
  (Weekday PM: 5:00 pm to 6:00 pm) (Sat: 5:15 pm to 6:15 pm)
- Rock Springs Rd @ Old Peachtree Rd
  (Weekday PM: 4:45 pm to 5:45 pm) (Sat: 12:00 pm to 1:00 pm)

The entry/exit ramps for I-85 along SR 20 are directional-flow ramps. These ramps and peak hours of traffic include:

- I-85 northbound to SR 20 southbound
  (Weekday PM: 4:45 pm to 5:45 pm) (Sat: 3:15 pm to 4:15 pm)
- SR 20 southbound to I-85 northbound
  (Weekday PM: 6:45 pm to 7:45 pm) (Sat: 4:15 pm to 5:15 pm)
- SR 20 northbound to I-85 northbound
  (Weekday PM: 6:15 pm to 7:15 pm) (Sat: 1:00 pm to 2:00 pm)
- I-85 northbound to SR 20 northbound
  (Weekday PM: 4:45 pm to 5:45 pm) (Sat: 2:15 pm to 3:15 pm)
- I-85 southbound to SR 20 northbound
  (Weekday PM: 4:30 pm to 5:30 pm) (Sat: 1:15 pm to 2:15 pm)
- SR 20 northbound to I-85 southbound
  (Weekday PM: 5:00 pm to 6:00 pm) (Sat: 10:45 am to 11:45 am)
- I-85 southbound to SR 20 southbound
  (Weekday PM: 6:15 pm to 7:15 pm) (Sat: 6:15 pm to 7:15 pm)
- SR 20 southbound to I-85 southbound
  (Weekday PM: 4:30 pm to 5:30 pm) (Sat: 5:00 pm to 6:00 pm)

Additionally, 24-hour directional machine tube counts with 15-minute summaries were collected at the following locations, in order to assist with traffic distribution:

- Rock Springs Rd, west of SR 20
- Rock Springs Rd, east of SR 20
- Old Peachtree Rd, west of SR 20
- Old Peachtree Rd, east of SR 20
- SR 20, north of Rock Springs Rd
- SR 20, south of Old Peachtree Rd

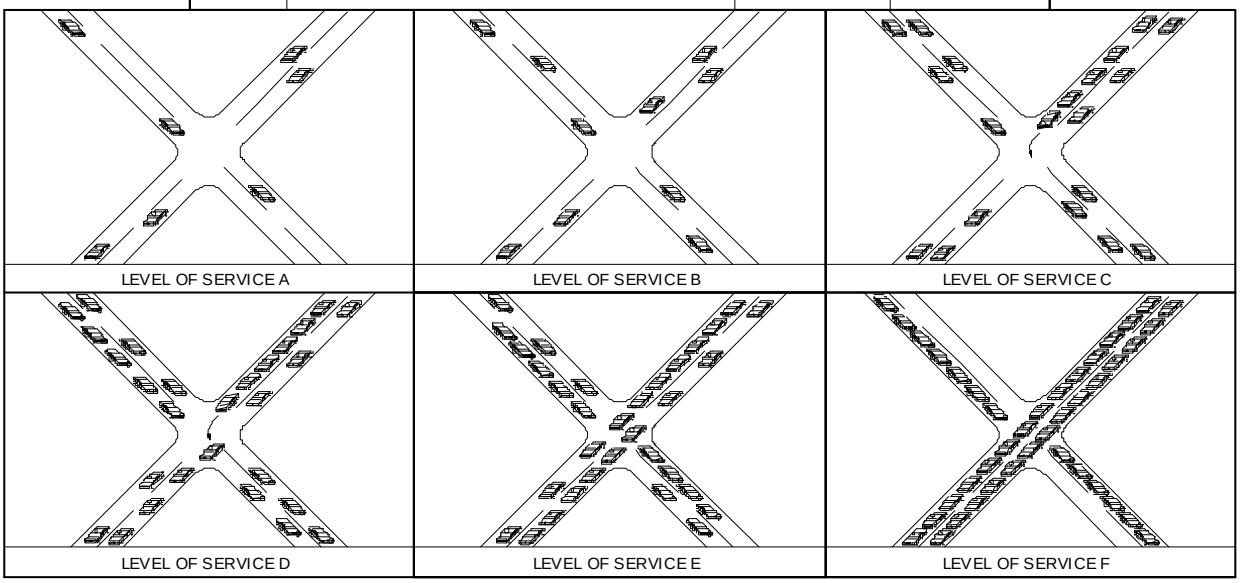
2.3 Detailed Intersection Analysis

Capacity analysis procedures for this project involved a detailed intersection analysis. The capacity analysis procedures for the detailed intersection analysis were performed using the software CORSIM, version 5.1. CORSIM, version 5.1 output files are provided in Appendix C. CORSIM is a computer model developed by the Federal Highway Administration (FHWA) that simulates a whole hour of traffic and monitors the status of each vehicle as it travels through the network. CORSIM tabulates the average delay per vehicle at each intersection within the study area that will be used to provide a level of service (LOS) for each approach and intersection.

The capacity analysis for this project has assumed that LOS D or better will be considered adequate (or acceptable) for the roadways within the study area. It should be noted that when completing traffic analysis for a project within an urban area, a level of service D or better is considered adequate or acceptable. Anything worse than a level of service D would indicate that an intersection or approach is approaching capacity and cannot accommodate substantial increases in traffic. Therefore, if an intersection is found to operate at level of service D, this does not mean that there is a lack of congestion: rather, it would indicate that, as a whole, the intersection could still accommodate additional traffic without breaking down in the peak hours of operation.

LOS is a measure used to describe traffic operations that translates conditions into a letter grade ranging from A to F. Figure 7, which is based on the **Highway Capacity Manual**, illustrates and describes each LOS and lists the criteria used in their determination.

LEVEL OF SERVICE	DESCRIPTION	SIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)	UNSIGNALIZED INTERSECTION MAXIMUM DELAY (In Seconds)
A	LITTLE OR NO DELAY. At signalized intersections, no vehicle must wait longer than one signal in order to travel through the intersection.	10.0	10.0
B	SHORT DELAYS. At signalized intersections, a vehicle might have to wait through more than one signal indication to pass through the intersection on a rare occasion.	20.0	15.0
C	AVERAGE DELAYS. At signalized intersections, a vehicle would be required to wait through more than one signal indication to pass through the intersection on an intermittent basis, and occasionally backups could occur behind left turning vehicles.	35.0	25.0
D	LONG DELAYS. At signalized intersections, delays may become extensive with some vehicles requiring two or more signal indications to pass through the intersection. However, sufficient signal cycles with lower demand are available to permit the periodic clearance of the intersection.	55.0	35.0
E	VERY LONG DELAYS. At signalized intersections, very long queues and high levels of congestion are prevalent which result in lengthy delays.	80.0	50.0
F	EXCESSIVELY LONG DELAYS. The capacity of the roadway or intersection has been exceeded resulting in extremely high levels of congestion.	>80.0	>50.0



DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)

Level of Service Definitions and Criteria

Figure 7

3.0 Study Network

3.1 Gross Trip Generation

As discussed previously, the proposed development anticipates constructing a 10,000-seat minor league baseball stadium, along with 73,000 square feet of accompanying retail space. Where possible, the **Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th edition**, was incorporated to generate project trips. There is not an ITE trip generation code available for a minor league baseball stadium; therefore, the number of trips associated with this portion of the proposed development has been based upon 2.5 persons per vehicle, resulting in 4,000 vehicular trip ends entering the stadium and 4,000 vehicular trip ends exiting the stadium. Gwinnett County parking regulations require one parking space for every three seats. The number of persons per vehicle used in this analysis has been considered to be a conservative estimate. The gross trip generation analysis for the proposed development has been illustrated in Table 5 and the trip generation worksheet is provided in the Appendix B.

Table 5
Gross Trip Generation Analysis

Land Use	Density	ITE Code	Daily Trip Ends	AM Peak		PM Peak	
				In	Out	In	Out
Commercial	73,000 sqft.	820	5,535	79	51	244	265
Stadium	10,000 seats	n/a	8,000	-	-	1,106	123
		Total:	**13,535**	**79**	**51**	**1,350**	**388**

3.2 Trip Distribution

Trip distribution and assignment for the proposed project has been generated using the software, Cube/VOYAGER. The data incorporated for this process included the appropriate ARC network with its associated daily trip table obtained from the ARC's Regional Travel Demand Model. In order to acquire percentages of trips for the trip assignments, the model ran with only the TAZ in which the proposed development is contained, TAZ 926. Total trips from the TAZ were used to calculate the percentage of trips along the area network of roadways. The ARC Travel Demand Model is based on daily trips; therefore, these percentages have been adjusted to reflect peak hour trip distribution.

Additionally, a temporal distribution pattern has been applied to the vehicular traffic entering and exiting the proposed stadium during peak hours of travel based upon actual field measurements for an event of similar size. The temporal distribution pattern for the traffic associated with an event is illustrated in Table 6.

Table 6
Temporal Traffic Distribution for Event Traffic

Percent of Total trips Entering Venue for Hour Beginning				
Hour Beginning	**Hour Ending**	**Percent of Total Traffic Entering**	**Total Vehicles Entering**	**Hourly Volume**
4:00	5:00	18.25%	4,000	730
4:15	5:15	22.57%	4,000	903
4:30	5:30	26.57%	4,000	1,063
4:45	5:45	29.80%	4,000	1,192
5:00	6:00	30.72%	4,000	1,229*
5:15	6:15	30.46%	4,000	1,218
5:30	6:30	29.53%	4,000	1,181
5:45	6:45	27.12%	4,000	1,085
6:00	7:00	24.26%	4,000	970
6:15	7:15	20.37%	4,000	815
6:30	7:30	15.91%	4,000	636
6:45	7:45	12.23%	4,000	489
7:00	8:00	9.26%	4,000	370
Percent of Total trips Exiting Venue for Hour Beginning				
Hour Beginning	**Hour Ending**	**Percent of Total Traffic Entering**	**Total Vehicles Entering**	**Hourly Volume**
7:00	8:00	89.80%	4,000	3592
8:00	9:00	82.30%	4,000	3292
9:00	10:00	75.00%	4,000	3000*
10:00	11:00	77.40%	4,000	3096
11:00	12:00	88.50%	4,000	3540*

Note: Percentages obtained from annual entry/exit volumes for the "Atlanta Steeplechase".
* Volume associated with peak hour period

3.3 Level of Service Standards

For the purposes of this analysis, LOS D was used for impact assessment and mitigation analysis. If, however, an intersection currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with GRTA's Letter of Understanding.

3.4 Study Network Determination

A general study area was determined using GRTA's seven percent (7%) rule. This method identifies roadway segments where the trips generated by the proposed DRI exceed 7% of the two-way, daily service volumes at the appropriate level of service standard. For this proposed

DRI, the appropriate level of service standard was LOS D. Roadway facilities that are anticipated to receive an impact greater than 7% include SR 20 and Old Peachtree Road. Table 7 reveals the "Presumptive Impact/Significance Threshold" analysis for the proposed project. A study area was agreed upon during the methodology meeting with GRTA, ARC, GDOT and Gwinnett County staff and pursuant to GRTA's recommendations the following intersections are included in this analysis:

- SR 20 @ Old Peachtree Rd
- SR 20 @ Tech Center Pkwy
- SR 20 @ Rock Springs Rd
- SR 20 @ I-85 NB Ramps
- SR 20 @ I-85 SB Ramps
- Old Peachtree Rd @ Tech Center Pkwy
- Tech Center Pkwy @ Tech Center Dr
- Rock Springs Rd @ Tech Center Dr
- Rock Springs Rd @ Old Peachtree Rd
- All proposed access locations

Each of the intersections listed above were analyzed for the Existing 2008 Conditions, the 2009 No-Build Conditions, and the 2009 Build Conditions. The time periods analyzed were for the weekday PM peak hour and for Saturday peak hours.

3.5 Existing Facilities

Data for the study area roadways was gathered from a Roadway Characteristics Inventory Database (RCI) file obtained from GDOT. The functional classifications for the roadways within the immediate vicinity of the subject property consist of an interstate principal arterial, minor arterial, minor collector and local roadway facilities. These roadways are illustrated in Figure 8, along with the remaining roadways within the study area. Table 8 summarizes the description of the major roadways within the vicinity of the project and more detailed descriptions follow.

Table 8
Functional Classifications

Roadway	Rural/Urban Designation	Functional Classification	LOS Standard
Interstate 85	Urban	Principal Arterial	D
State Route 20 (Buford Dr)	Urban	Minor Arterial	D
Old Peachtree Rd	Urban	Minor Collector	D
Rock Springs Rd	Urban	Local Road	D
Tech Center Parkway	Urban	Local Road	D
Tech Center Dr	Urban	Local Road	D

Table 7
Presumptive Impact/Significance Threshold

Roadway	Segment	From/to	Facility Type	Facility LOS Standard	Volume @ Standard (vpd)	Service Volume @ Standard (vpd)	Project Traffic Distribution	Project Trips Assigned	% Service Volume Consumed	Impact (>7%)
Interstate 85	A-1	Old Peachtree Rd to Lawrenceville-Suwanee Rd	8L-0	D	138,600	138,600	26.0%	3,519	2.5%	no
	A-2	Lawrenceville-Suwanee Rd to I-985	8L-0	D	138,600	138,600	31.0%	4,196	3.0%	no
	A-3	I-985 to SR 20	4L-0	D	66,200	66,200	31.0%	4,196	6.3%	no
	A-4	SR 20 to Hamilton Mill Rd	4L-0	D	66,200	66,200	8.0%	1,083	1.6%	no
State Route 20	B-1	Ridge Rd to Old Peachtree Rd	4L-1	D	35,000	35,000	13.0%	1,760	5.0%	no
	B-2	Old Peachtree Rd to I-85	4L-3	D	32,500	32,500	61.0%	8,256	25.4%	yes
	B-3	I-85 to Gravel Springs Rd	6L-4	D	48,900	48,900	22.0%	2,978	6.1%	no
Rock Springs Rd	C-1	Old Peachtree Rd to SR 20	2L-1	D	14,600	14,600	2.0%	271	1.9%	no
Old Peachtree Rd	D-1	Prospect Church Rd to SR 124	2L-0	D	14,600	14,600	1.0%	135	0.9%	no
	D-2	SR 124 to SR 20	2L-1	D	14,600	14,600	10.0%	1,354	9.3%	yes
	D-3	SR 20 to Rock Springs Rd	2L-1	D	14,600	14,600	10.0%	1,354	9.3%	yes
	D-4	Rock Springs Rd to Collins Hill Rd	2L-1	D	14,600	14,600	14.0%	1,895	13.0%	yes
	D-5	Collins Hill Rd to Horizon Dr	2L-1	D	14,600	14,600	4.0%	541	3.7%	no
Tech Center Pkwy	E-1	SR 20 to Old Peachtree Rd	2L-1	D	14,600	14,600	2.0%	271	1.9%	no
Tech Center Dr	F-1	Tech Center Pkwy to Rock Springs Rd	2L-0	D	14,600	14,600	2.0%	271	1.9%	no

Note: Shaded rows indicate an impact of greater than 7%.

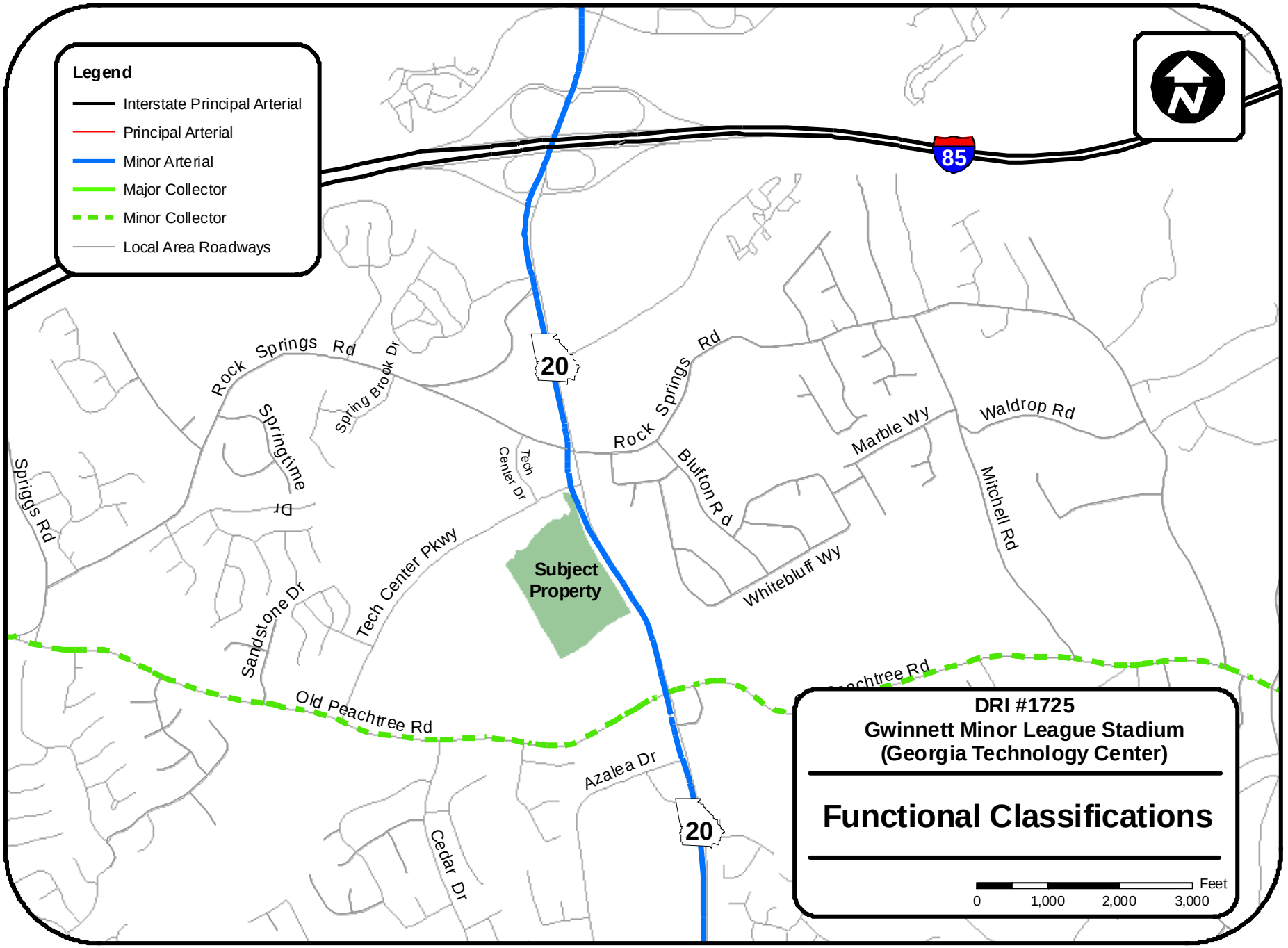

Legend
Interstate Principal Arterial
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Local Area Roadways
85
20
20
Rock Springs Rd
Spring Brook Dr
Springtime Dr
Sprigs Rd
Tech Center Dr
Tech Center Pkwy
Sandstone Dr
Subject Property
Rock Springs Rd
Bluffton Rd
Marble Wy
Waldrop Rd
Mitchell Rd
Whitebluff Wy
Old Peachtree Rd
Azalea Dr
Cedar Dr
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Functional Classifications
Feet
0
1,000
2,000
3,000

Figure 8

SR 20

- SR 20 is a four-lane divided roadway facility (vegetated median) with turn lanes and a posted speed limit of 50 mph. SR 20 is classified as a minor arterial that provides connections to multiple cities within Gwinnett County. In particular, SR 20 connects the cities of Loganville, Grayson, Lawrenceville and Buford. SR 20 also serves as a connector to Interstates 85 and 985. Interstate 85 is located approximately one mile north of the subject property. There are not any bicycle or pedestrian facilities along this roadway facility adjacent to the subject property.

Old Peachtree Road

- Old Peachtree Road is a two-lane undivided roadway facility with a posted speed limit of 45 mph. This facility has been classified as a minor collector that travels in an east/west direction, just south of the subject property. Old Peachtree Road primarily serves residential uses and the roadway has been improved with turn-lanes to improve traffic flow. Bicycle and pedestrian facilities have been constructed in stages as new development occurs; therefore, gaps in these types of amenities exist.

Rock Springs Road

- Rock Springs Road is a two-lane undivided local roadway facility with a posted speed limit of 35 mph. This roadway primarily serves residential uses between SR 20 and Old Peachtree Road. The facility is located just north of the subject property and travels in an east/west direction. Termini for this facility begin and end at Old Peachtree Road, as the roadway loops north, traversing SR 20. Once again, bicycle and pedestrian facilities have been constructed in stages as new development occurs; therefore, gaps in these types of amenities exist.

Tech Center Parkway

- Tech Center Parkway is a two-lane local roadway constructed with a continuous center left-turn lane and a posted speed limit of 35 mph. This facility serves both residential and non-residential land uses and is located just north of the subject property. Bicycle and pedestrian facilities do exist along Tech Center Parkway, as development along this facility has been recently constructed. There are sidewalks located north of the roadway and an eight-foot, multi-use path located south of the roadway.

Tech Center Drive

- Tech Center Drive is a two-lane undivided local roadway with a posted speed limit of 25 mph. This facility serves as a connection between Rock Springs Road and Tech Center Parkway. There are sidewalks and curbs located on both sides of the roadway.

Interstate 85

- Interstate 85 at this location is a four-lane divided principal interstate arterial with a posted speed limit of 65 mph. Access to SR 20 is provided at exits 115 A and B. The entrance and exit ramps at SR 20 are directional flow ramps without any traffic control devices. Interstate 85 is a north/south route across the State of Georgia.

4.0 Trip Generation

As stated earlier, the trips associated with the proposed development were estimated using the **ITE Trip Generation manual (7th Edition)**, when possible. There is not an ITE trip generation code available for a minor league baseball stadium; therefore, the number of trips has been based upon 2.5 persons per vehicle. Additionally, the number of trips associated with an event at the proposed stadium has been estimated using a temporal distribution percentage for traffic entering and exiting the venue during the peak periods analyzed.

Mixed-use reductions are not applicable to this construction phase of the proposed development. The mode split assumptions for the proposed project will be primarily the use of the single-occupant vehicle and multiple occupancy vehicles. However, Gwinnett County does operate a local bus service, connecting neighborhoods and businesses to various cultural, shopping and educational opportunities. It has been assumed that bus stops and sidewalks will be included as part of the proposed development; therefore, for the purposes of this analysis approximately one (1) percent in off-site vehicular trips have been recognized for trip reduction purposes for the proposed development.

An additional adjustment in trip generation was made in order to account for "pass-by" trips associated with the retail portion of the proposed development. The pass-by trip reduction rate was calculated using **the ITE Trip Generation Handbook, 5th edition**. Based upon the formula given on page I-23, a trip reduction rate of fifty-six (56) percent for the year 2009 may be assumed. A limits test reveals that the daily volume on SR 20 within close vicinity of the subject property is approximately 37,000 vehicles per day. This volume was gathered from the 2005 GDOT traffic count database. The 2006 volume was not incorporated because it was actually 28,000 vehicles per day, which was lower than the reported 2003 traffic volume. This difference in traffic volumes has been attributed to a change in data collection methods. Therefore, using the ten percent limits test, the total number of pass-by trips that can be realized can not exceed 3,850 vehicles for the year 2009 using a four percent (4%) average annual growth rate.

The total (net) trips generated and analyzed in this report are listed in Table 9. This phase of development is predominantly an attraction; therefore, only the weekday PM peak hour and Saturday peak hours were analyzed as the number of trips associated with the weekday AM peak hour would be minimal. The weekday PM peak hour trips for the proposed development was also incorporated into the Saturday analysis.

Table 9
Net Trip Generation

Reduction Factors	Daily Traffic		PM Peak Period	
	Enter	Exit	Enter	Exit
Gross Project Trips	6,767	6,768	1,350	388
Mixed-Use Reduction	-0	-0	-0	-0
Alternative Mode Reduction	-67	-68	-14	-4
Pass-by Reduction	-1534	-1535	-135	-135
Net New Trips	5,166	5,165	1,201	249

5.0 Trip Distribution and Assignment

Vehicular trips generated by the proposed development were distributed onto the study area network using the percentages calculated by the software, Cube/VOYAGER. As discussed in Section 3.2, the latest ARC Regional Travel Demand Model was incorporated in order to acquire percentages of trips for the trip assignments. Figures 9 and 10 illustrate the projected trip percentages for the development along the study area roadway facilities. These percentages were applied to the trips generated by the proposed development and the resulting volumes were assigned to the study area network. The projected trips generated by the proposed development, both pre-event and post-event are illustrated on Figures 11 and 12.

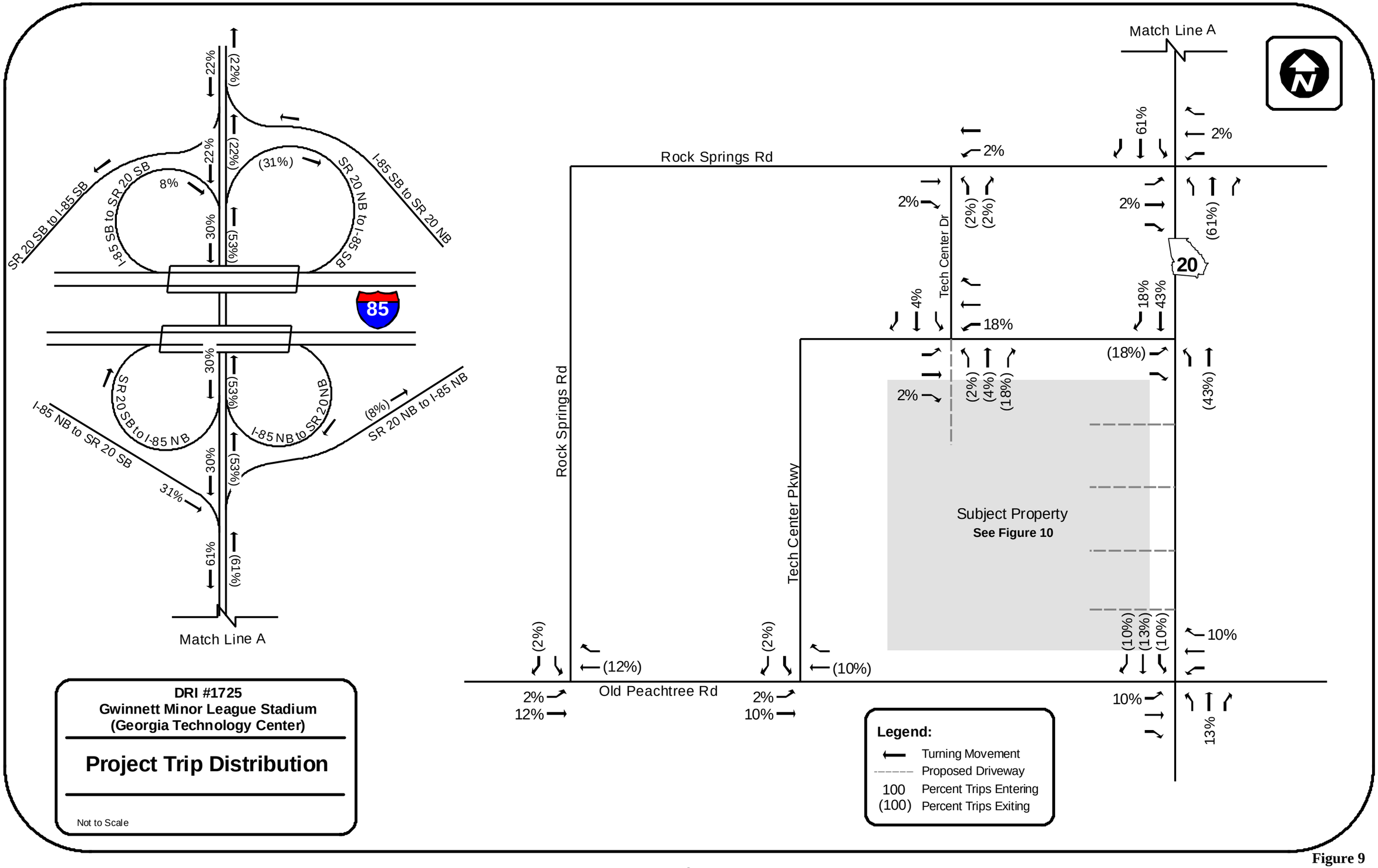

Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
Subject Property
See Figure 10
20
85
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
SR 20 SB to I-85 NB
I-85 NB to SR 20 SB
I-85 NB to SR 20 NB
SR 20 NB to I-85 NB
Legend:
Turning Movement
Proposed Driveway
100 Percent Trips Entering
(100) Percent Trips Exiting
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Project Trip Distribution
Not to Scale

Figure 9

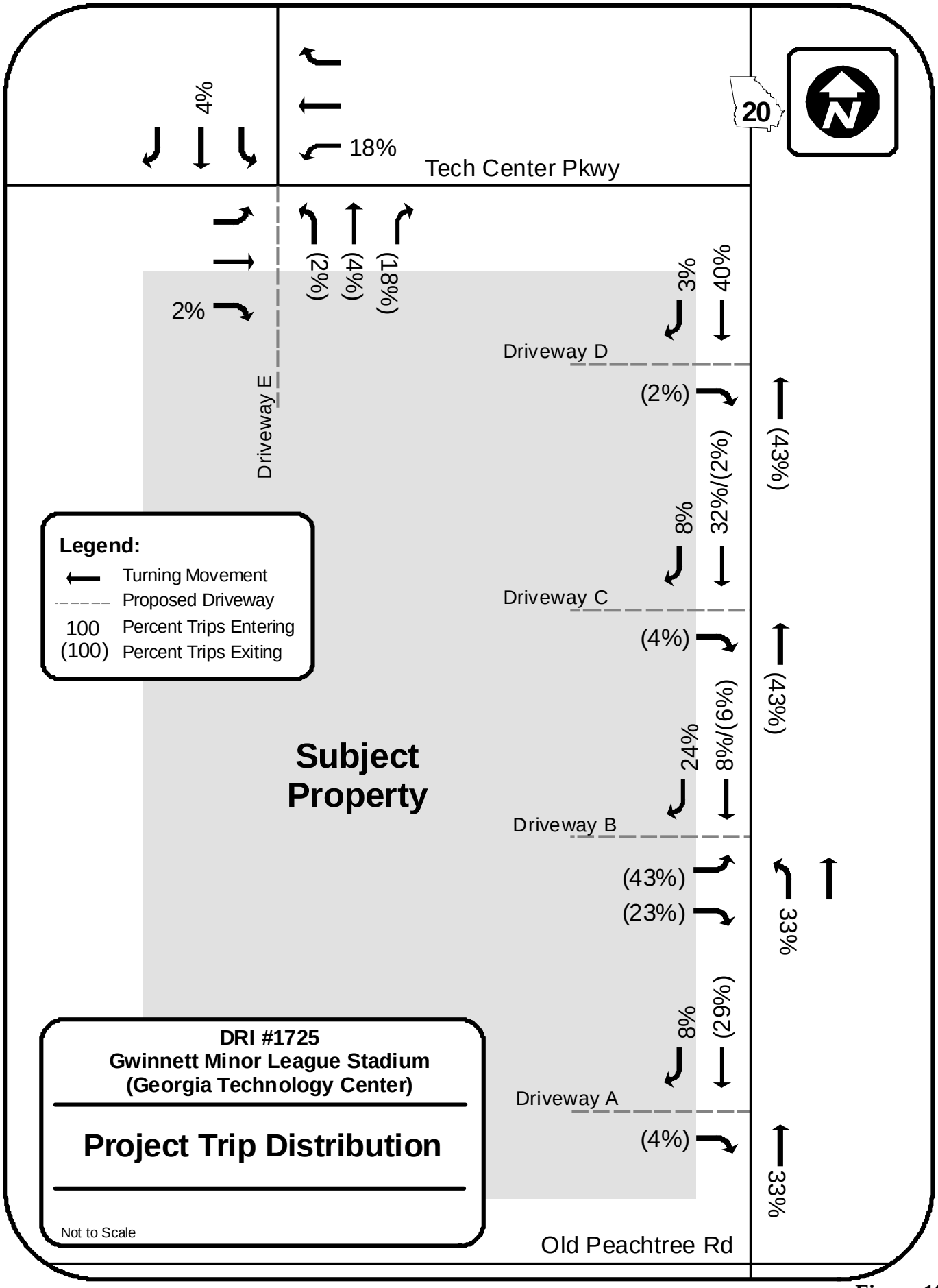

4%
18%
Tech Center Pkwy
20
(2%)
(4%)
(18%)
2%
3%
40%
Driveway D
Driveway E
(2%)
(43%)
8%
32%/(2%)
Driveway C
(4%)
(43%)
24%
8%/(6%)
Subject Property
Driveway B
(43%)
(23%)
33%
8%
(29%)
Driveway A
(4%)
33%
Old Peachtree Rd
Legend:
Turning Movement
Proposed Driveway
100 Percent Trips Entering
(100) Percent Trips Exiting
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Project Trip Distribution
Not to Scale

Figure 10

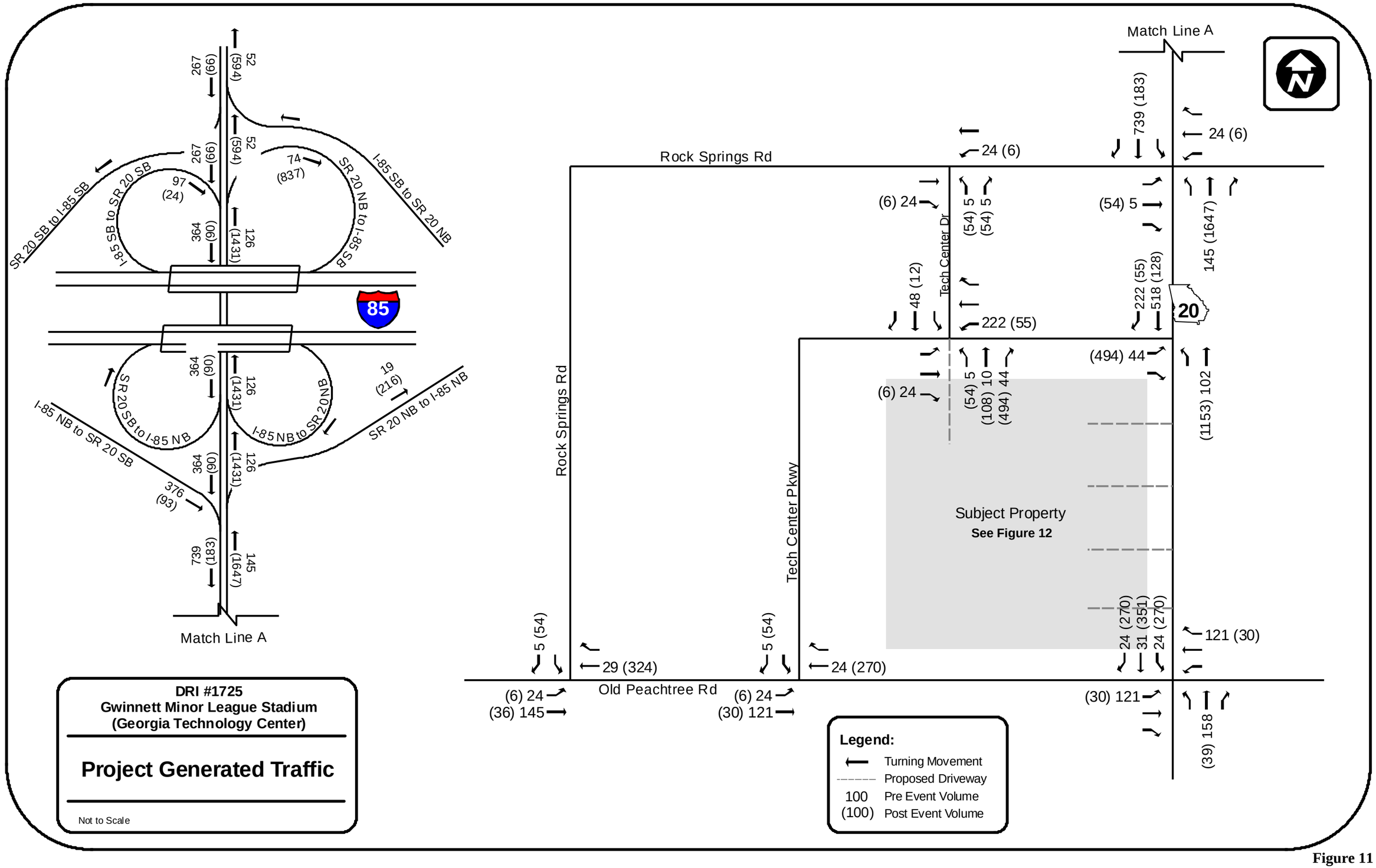

Match Line A
267 (66)
52 (594)
267 (66)
52 (594)
74 (837)
97 (24)
I-85 SB to SR 20 SB
SR 20 SB to I-85 SB
I-85 SB to SR 20 NB
SR 20 NB to I-85 SB
364 (90)
126 (1431)
85
364 (90)
126 (1431)
SR 20 SB to I-85 NB
I-85 NB to SR 20 NB
19 (216)
I-85 NB to SR 20 SB
SR 20 NB to I-85 NB
364 (90)
126 (1431)
376 (93)
739 (183)
145 (1647)
Match Line A
Rock Springs Rd
24 (6)
739 (183)
24 (6)
(6) 24
(54) 5
(54) 5
(54) 5
145 (1647)
Tech Center Dr
48 (12)
222 (55)
222 (55)
518 (128)
20
(6) 24
(54) 5
(108) 10
(494) 44
(494) 44
(1153) 102
Rock Springs Rd
Tech Center Pkwy
Subject Property
See Figure 12
5 (54)
29 (324)
5 (54)
24 (270)
24 (270)
31 (351)
24 (270)
121 (30)
(6) 24
(36) 145
Old Peachtree Rd
(6) 24
(30) 121
(30) 121
(39) 158
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Project Generated Traffic
Not to Scale
Legend:
Turning Movement
Proposed Driveway
100 Pre Event Volume
(100) Post Event Volume

Figure 11

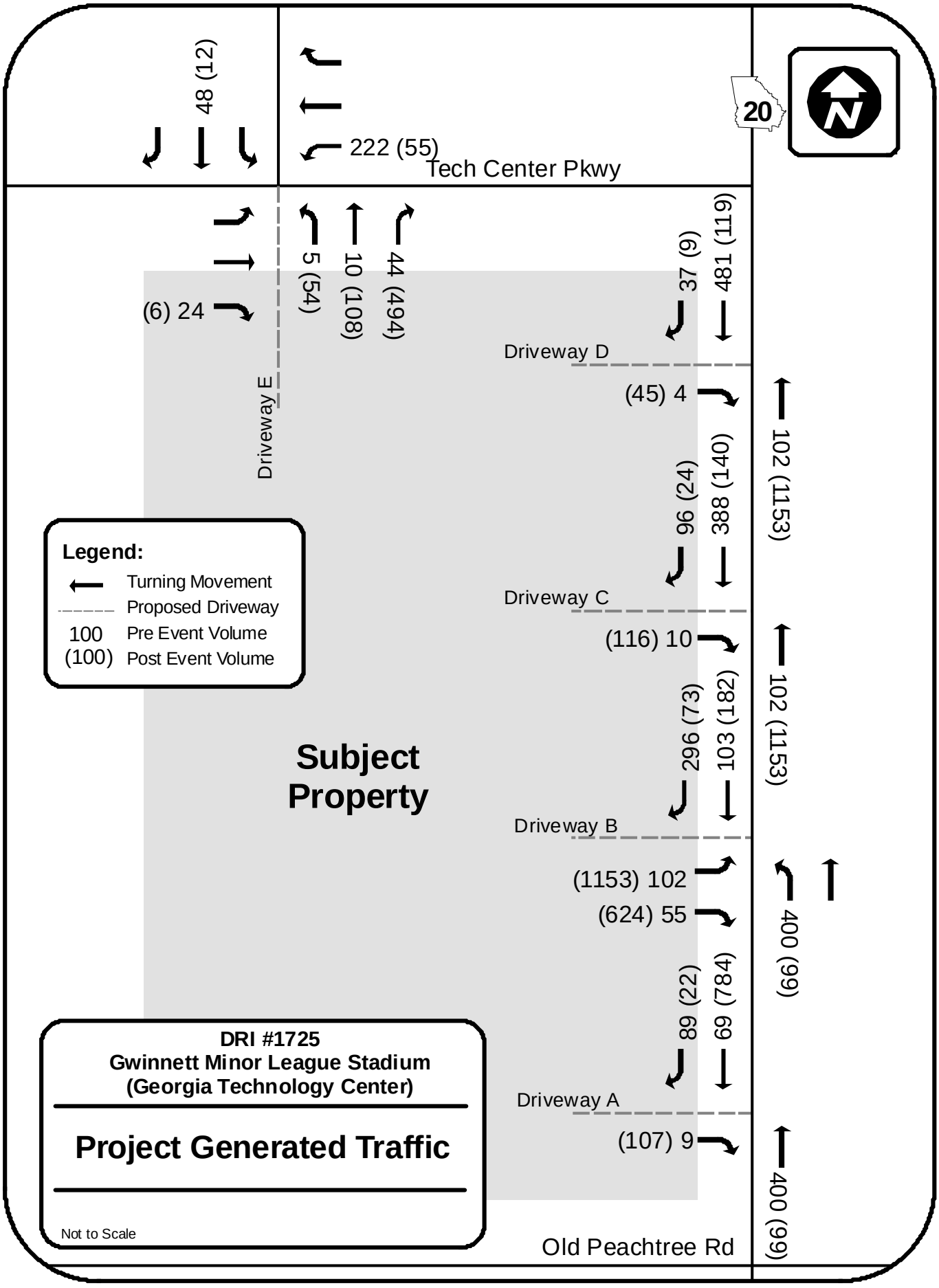

48 (12)
222 (55)
Tech Center Pkwy
20
5 (54)
10 (108)
44 (494)
(6) 24
37 (9)
481 (119)
Driveway D
Driveway E
(45) 4
102 (1153)
96 (24)
388 (140)
Driveway C
Legend:
Turning Movement
Proposed Driveway
100 Pre Event Volume
(100) Post Event Volume
(116) 10
296 (73)
103 (182)
Subject Property
Driveway B
(1153) 102
(624) 55
400 (99)
89 (22)
69 (784)
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Project Generated Traffic
Driveway A
(107) 9
Not to Scale
Old Peachtree Rd

Figure 12

6.0 Traffic Analysis

6.1 Existing Traffic

The observed existing peak hour traffic volumes for the weekday PM peak hour and the Saturday peak hour were input into CORSIM, version 5.1, along with existing traffic signal cycle lengths, splits and offsets. The existing traffic conditions have been illustrated in Figure 13. An existing conditions analysis for the year 2008 was performed for the intersections within the study area. It should be noted that there is not any delay associated with the entry/exit ramps to I-85 along SR 20, as these facilities are constructed as directional flow ramps. For the purposes of this analysis, the weave section along the interstate's collector-distributor system was analyzed and LOS results were reported based upon densities. The results from these analyses have been summarized in Tables 10 and 11. The existing peak hour traffic volumes have been illustrated in Figure 14.

Table 10
Existing (2008) Condition Intersection Levels of Service Summary

Intersection		Control	LOS Standard	Weekday PM Peak Hour (sec/veh)	Saturday Peak Hour (sec/veh)
1	Old Peachtree @ Rock Springs Rd	Un-signalized	D	A (4.9)	A (6.0)
2	Old Peachtree @ Tech Center Pkwy	Un-signalized	D	A (3.9)	A (5.4)
3	Old Peachtree @ SR 20	Signalized	D	D (43.2)	D (35.9)
4	Tech Center Pkwy @ SR 20	Signalized	D	A (9.6)	A (9.8)
5	Rock Springs Rd @ SR 20	Signalized	D	C (25.5)	C (22.1)
6	Tech Center Pkwy @ Tech Center Dr	Un-signalized	D	A (2.7)	A (3.3)
7	Tech Center Dr @ Rock Springs Rd	Un-signalized	D	A (4.6)	A (3.1)

Table 11
Existing (2008) Condition I-85 C-D System at SR 20

Existing (2008) Weekday PM Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1,005	46.6	10.8	A
Southbound/Westbound Weave	352	50.4	3.5	A
Existing (2008) Saturday Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	976	46.6	10.5	A
Southbound/Westbound Weave	294	50.1	2.9	A

All of the intersections within the study area network currently operate at an acceptable LOS during both the weekday PM peak hour and the Saturday peak hour. Therefore, the No-Build and Build weekday PM peak hour and Saturday peak hour LOS standard will remain as LOS D, pursuant to GRTA's guidelines in the Letter of Understanding.

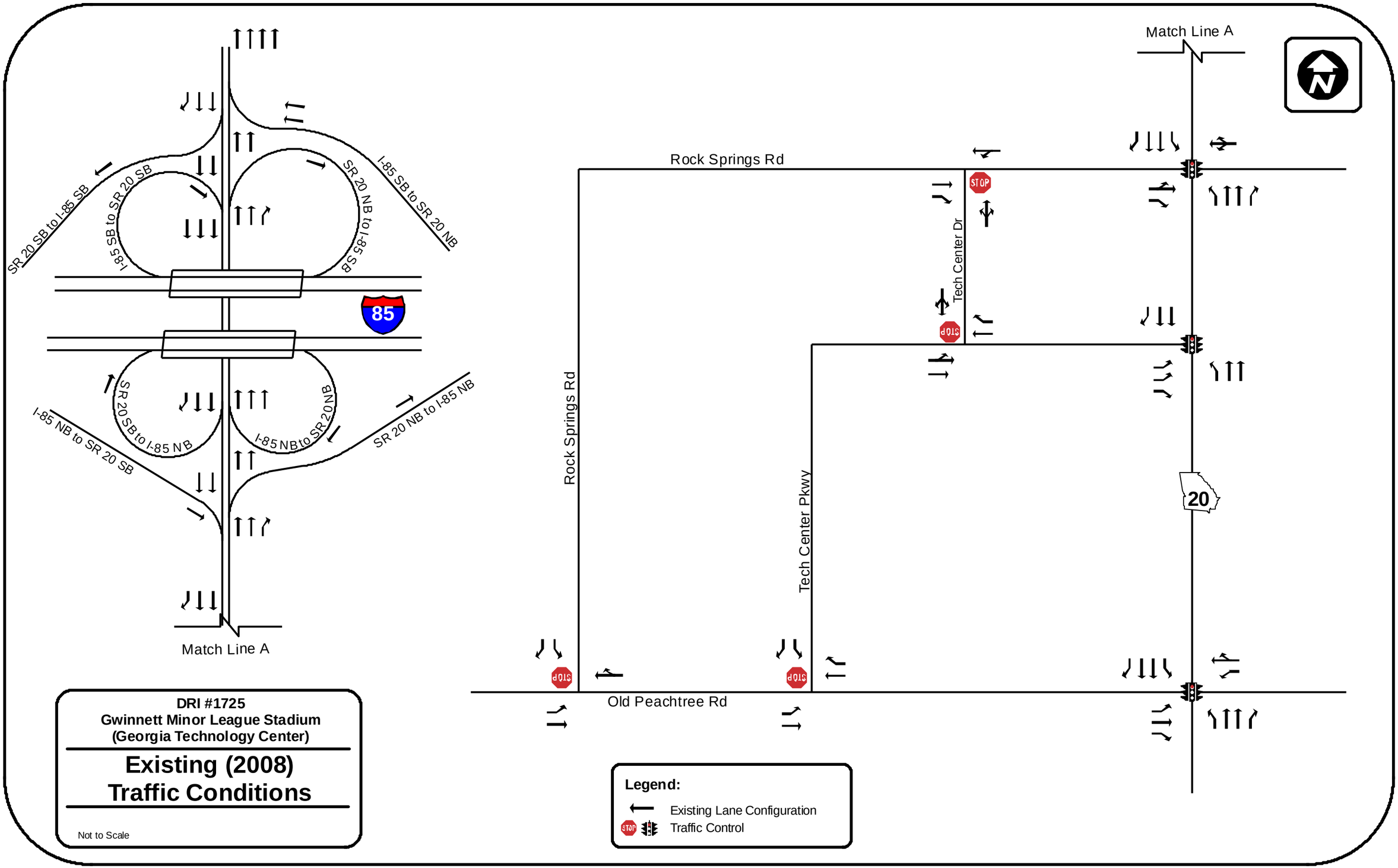
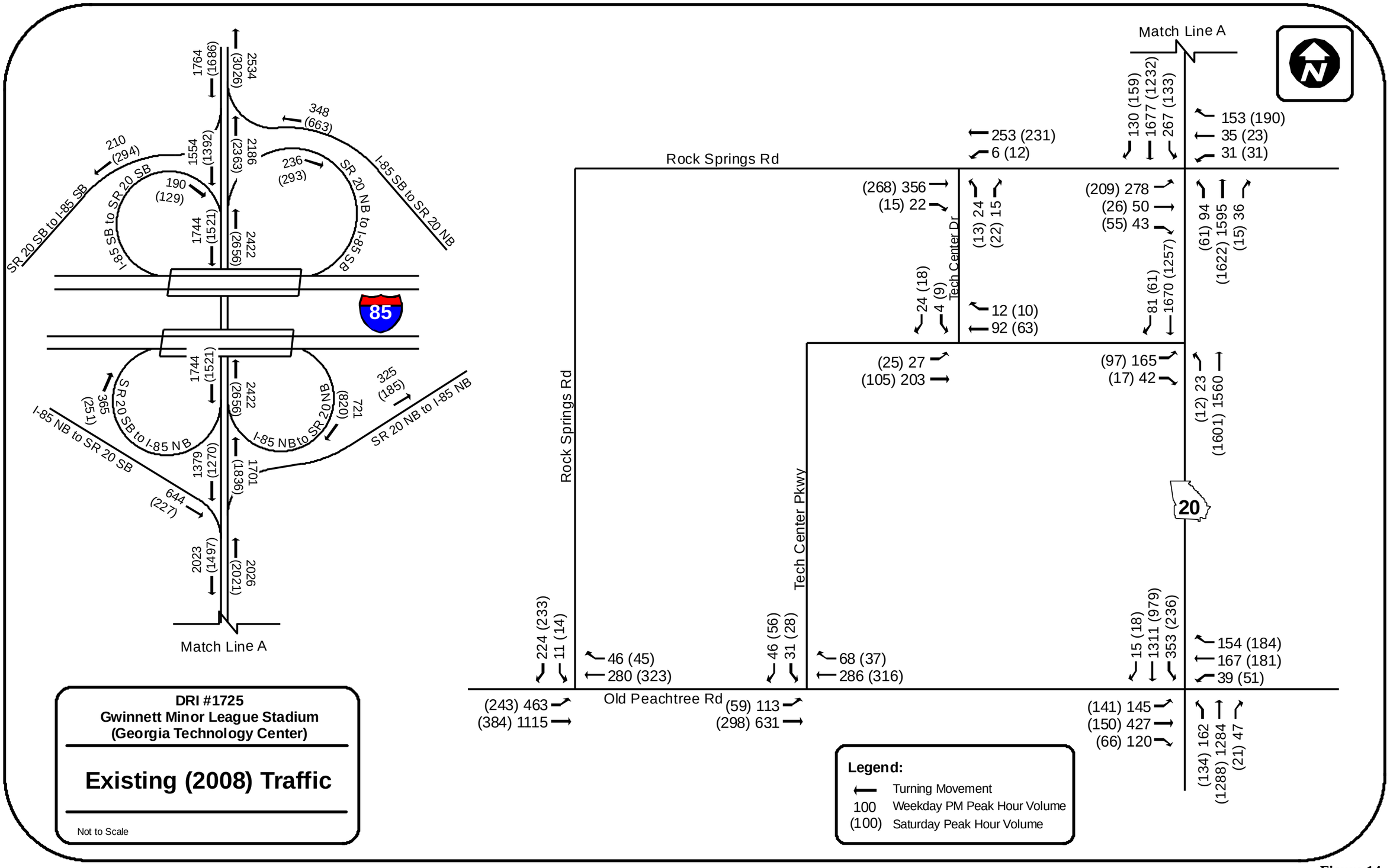

Match Line A
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
85
SR 20 SB to I-85 NB
I-85 NB to SR 20 SB
I-85 NB to SR 20 NB
SR 20 NB to I-85 NB
Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
STOP
20
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Existing (2008)
Traffic Conditions
Not to Scale
Legend:
Existing Lane Configuration
Traffic Control

Figure 13



DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)

Existing (2008) Traffic

Not to Scale

Legend:

⟵	Turning Movement
100	Weekday PM Peak Hour Volume
(100)	Saturday Peak Hour Volume

Figure 14

6.2 2009 No-Build Condition Traffic

No-Build traffic can be defined as future background traffic on the study area roadways not including the trips generated by the proposed DRI. The method utilized to for developing these future traffic volumes was based upon historic traffic growth patterns. As discussed in Section 2.1, the growth rate incorporated in this analysis was four percent (4%) per year, using historical GDOT traffic volumes.

These future traffic volumes, grown for one year, and the existing signal cycle lengths, splits and offsets were input into CORSIM, version 5.1 and an analysis of the projected No-Build Conditions was performed. Additionally, there were three programmed transportation improvements included within this network that are anticipated to be complete by the year 2009. These improvements include:

- Intersection Improvement at SR 20 and Old Peachtree Road
- Intersection Improvement at SR 20 and Rock Springs Road
- Signalization of Rock Springs Road and Old Peachtree Road

The results from this analysis are summarized in Tables 12 and 13. The future (2009) No-Build traffic conditions are illustrated in Figure 15, while the future (2009) No-Build traffic volumes are summarized in Figure 16.

Table 12
Future (2009) No-Build Condition Intersection Levels of Service Summary

	Intersection	Control	LOS Standard	Weekday PM Peak Hour (sec/veh)	Saturday Peak Hour (sec/veh)
1	Old Peachtree @ Rock Springs Rd*	Signalized	D	B (11.7)	B (15.2)
2	Old Peachtree @ Tech Center Pkwy	Un-signalized	D	A (3.8)	A (4.0)
3	Old Peachtree @ SR 20*	Signalized	D	D (38.2)	C (33.9)
4	Tech Center Pkwy @ SR 20	Signalized	D	B (11.4)	B (10.2)
5	Rock Springs Rd @ SR 20*	Signalized	D	C (32.3)	C (23.8)
6	Tech Center Pkwy @ Tech Center Dr	Un-signalized	D	A (2.4)	A (3.0)
7	Tech Center Dr @ Rock Springs Rd	Un-signalized	D	A (4.7)	A (4.3)

* Included Programmed Improvement for the year 2009.

The results from the No-Build analysis have revealed that all of the intersections within the study area network continue to operate at an acceptable LOS for the year 2009. There are not any roadway improvements required in order to serve the future (2009) traffic volumes.

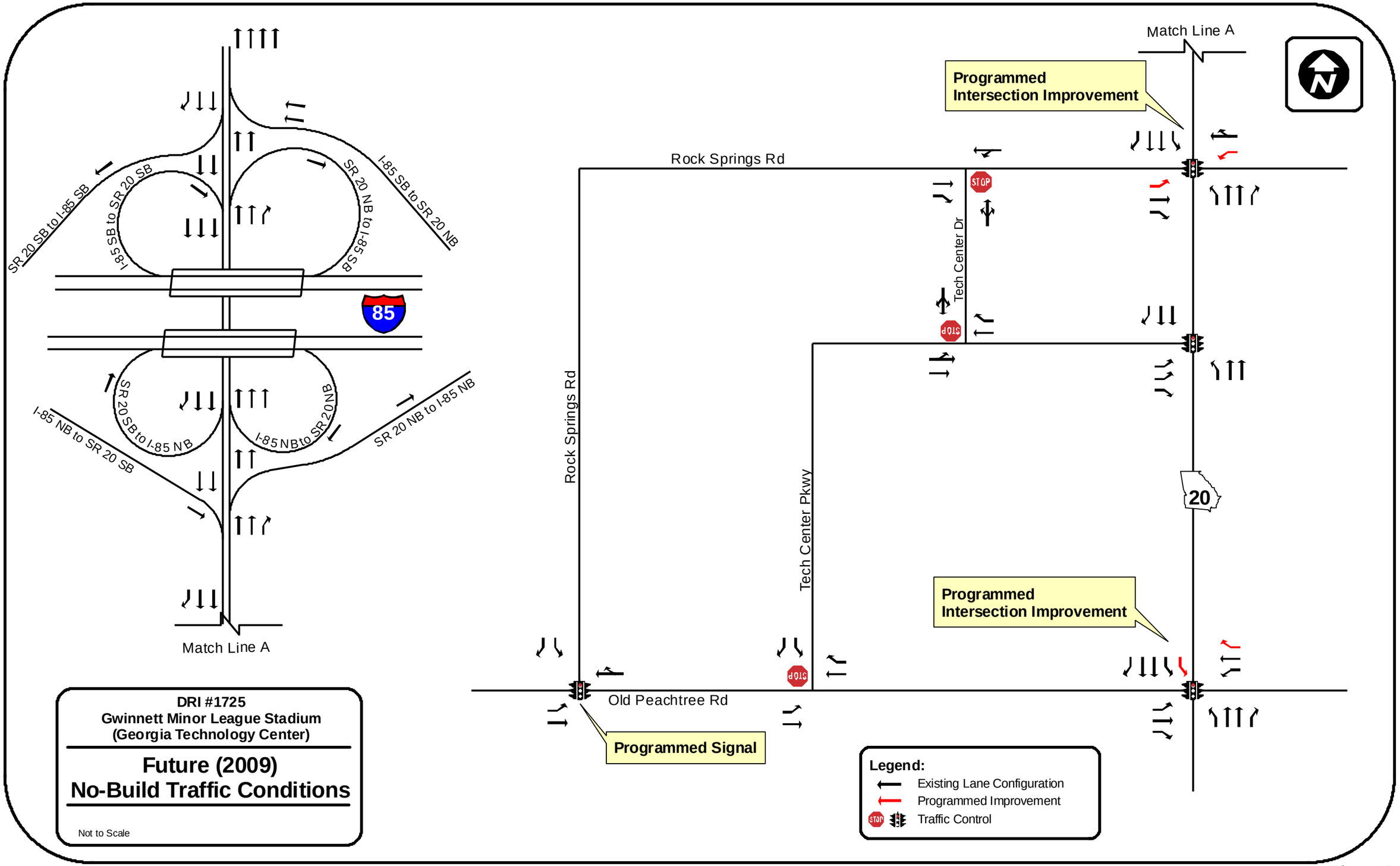

Match Line A
Programmed
Intersection Improvement
Rock Springs Rd
STOP
Tech Center Dr
STOP
Rock Springs Rd
Tech Center Pkwy
20
Programmed
Intersection Improvement
STOP
Old Peachtree Rd
Programmed Signal
Legend:
Existing Lane Configuration
Programmed Improvement
Traffic Control
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
85
SR 20 SB to I-85 NB
I-85 NB to SR 20 NB
I-85 NB to SR 20 SB
SR 20 NB to I-85 NB
Match Line A
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
No-Build Traffic Conditions
Not to Scale

Figure 15

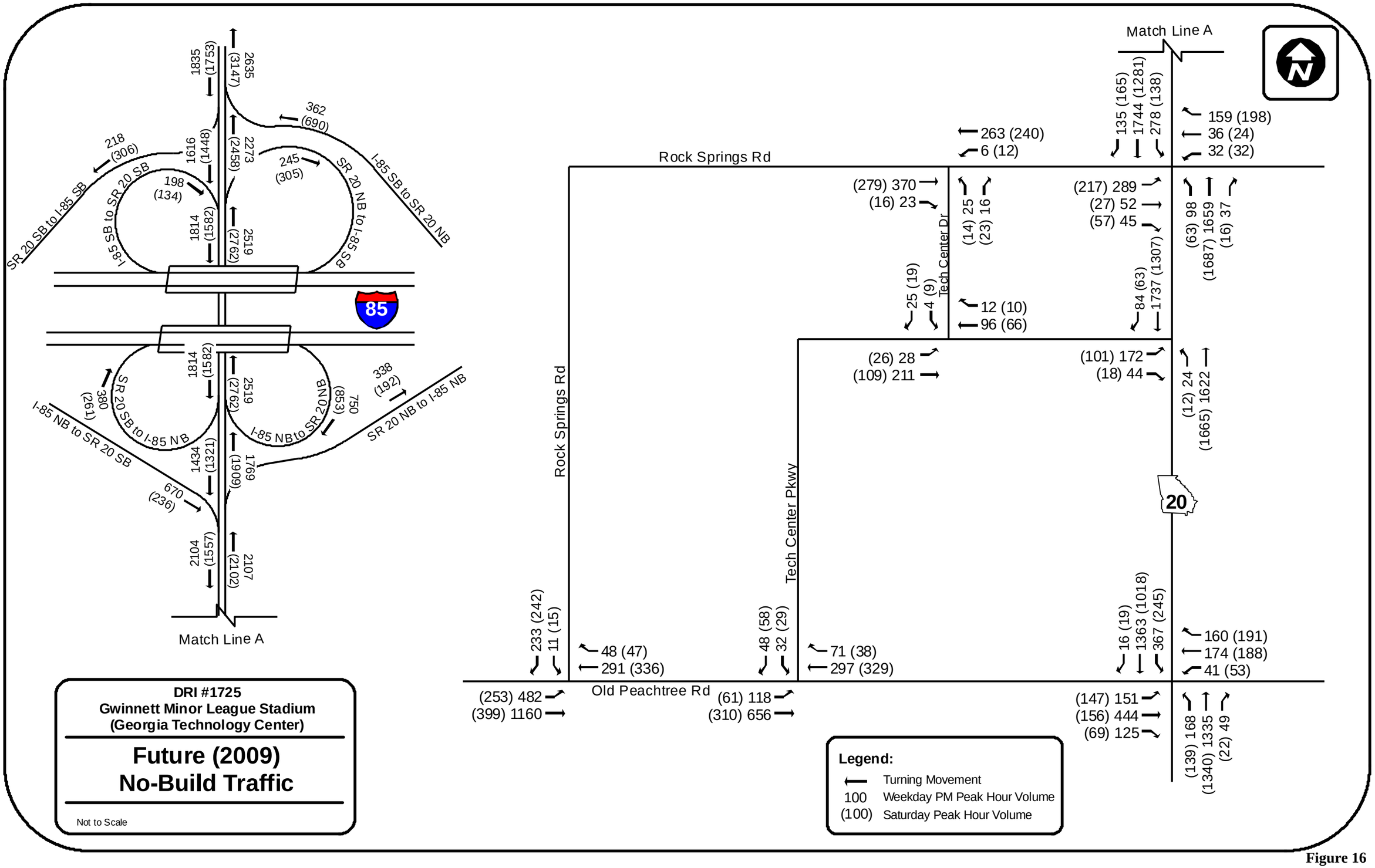

Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
I-85 NB to SR 20 SB
SR 20 SB to I-85 NB
I-85 NB to SR 20 NB
SR 20 NB to I-85 NB
85
20
1835 (1753)
2635 (3147)
362 (690)
218 (306)
1616 (1448)
2273 (2458)
245 (305)
198 (134)
1814 (1582)
2519 (2772)
1814 (1582)
2519 (2772)
380 (261)
338 (192)
750 (858)
1434 (1321)
1769 (1909)
670 (236)
2104 (1557)
2107 (2102)
135 (165)
1744 (1281)
278 (138)
263 (240)
6 (12)
159 (198)
36 (24)
32 (32)
(279) 370
(16) 23
(14) 25
(23) 16
(217) 289
(27) 52
(57) 45
(63) 98
(1687) 1659
(16) 37
25 (19)
4 (9)
12 (10)
96 (66)
84 (63)
1737 (1307)
(26) 28
(109) 211
(101) 172
(18) 44
(12) 24
(1665) 1622
233 (242)
11 (15)
48 (47)
291 (336)
48 (58)
32 (29)
71 (38)
297 (329)
16 (19)
1363 (1018)
367 (245)
160 (191)
174 (188)
41 (53)
(253) 482
(399) 1160
(61) 118
(310) 656
(147) 151
(156) 444
(69) 125
(139) 168
(1340) 1335
(22) 49
Legend:
Turning Movement
100 Weekday PM Peak Hour Volume
(100) Saturday Peak Hour Volume
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
No-Build Traffic
Not to Scale

Figure 16

Table 13
Future (2009) No-Build Condition I-85 C-D System at SR 20

Future (2009) No-Build Weekday PM Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1,039	46.8	11.1	A
Southbound/Westbound Weave	361	50.7	3.6	A
Future (2009) No-Build Saturday Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1,043	46.4	11.2	A
Southbound/Westbound Weave	342	50	3.4	A

6.3 2009 Build Condition Traffic

Lastly, the traffic associated with the proposed development was added to the future (2009) No-Build traffic volumes. These volumes were then input into CORSIM, version 5.1 utilizing the 2009 No-Build roadway geometry. For the purposes of this analysis, the weekday PM peak hour along with Saturday peak hour conditions, prior to and after an event at the proposed stadium, was analyzed. As discussed in Section 3.2, a temporal distribution pattern was applied to the vehicular traffic entering and exiting the proposed stadium during peak hours of travel based upon actual field measurements for an event of similar size. The resulting build condition traffic volumes for the weekday PM peak hour are displayed on Figures 17 and 18, while the Saturday build condition traffic volumes are displayed on Figures 19 and 20.

The results of the intersection analysis for the future (2009) Build Condition revealed that additional roadway improvements will be needed by the year 2009, in order to accommodate the proposed development's traffic and to acquire a LOS D at each intersection within the study area. The results are provided in Tables 14 and 15. During the weekday PM peak hour, it is anticipated that Driveways C and D will experience excessive delay and during the Saturday peak hours Driveway B is expected to operate at an inadequate LOS.

These inadequate levels of service at each of the driveways are caused by the high volume of peak hour traffic on SR 20 that does not provide an acceptable gap in traffic for exiting vehicles to enter the traffic stream. In order to improve these unacceptable levels of service, the following improvements are required:

- Tech Center Pkwy @ SR 20
  - Lengthen eastbound dual left-turn bays along Tech Center Pkwy
- SR 20 @ Driveway B
  - Signalize Intersection
  - Provide for a northbound dual left-turn movement along SR 20
- Widen SR 20 from 4 to 6 lanes from Old Peachtree Rd to I-85

As a result of these improvements, which are also provided in Table 14, Driveways C and D are improved from LOS F during the weekday PM peak hour to LOS B during the same peak hour. Driveway B is improved from LOS F during the Saturday peak hour to LOS C during the same peak hour. The improvements required to serve the traffic generated by the proposed development are illustrated in Figures 21 and 22.

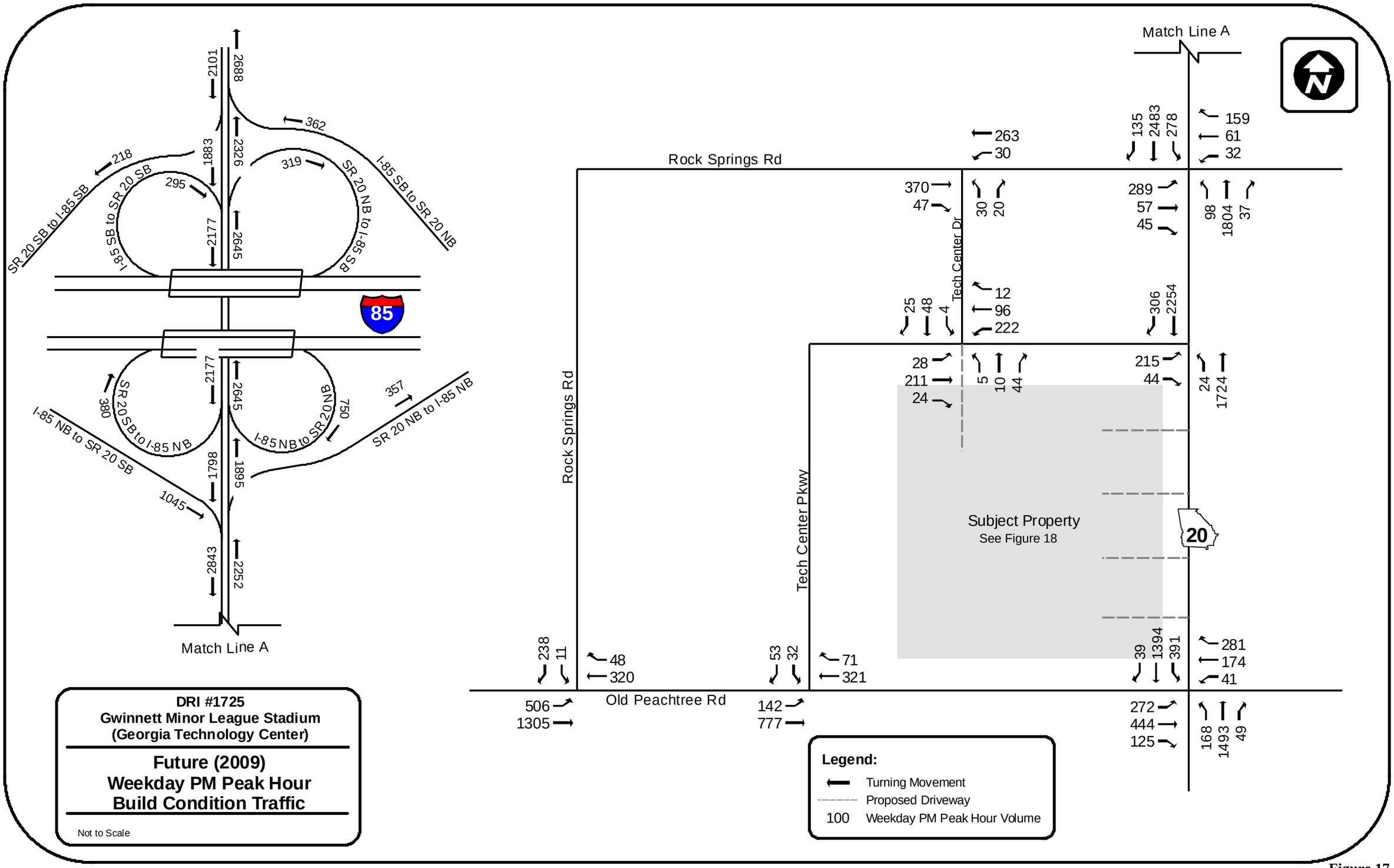

Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
Subject Property
See Figure 18
85
20
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
I-85 NB to SR 20 SB
SR 20 SB to I-85 NB
I-85 NB to SR 20 NB
SR 20 NB to I-85 NB
Legend:
Turning Movement
Proposed Driveway
100 Weekday PM Peak Hour Volume
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
Weekday PM Peak Hour
Build Condition Traffic
Not to Scale

Figure 17

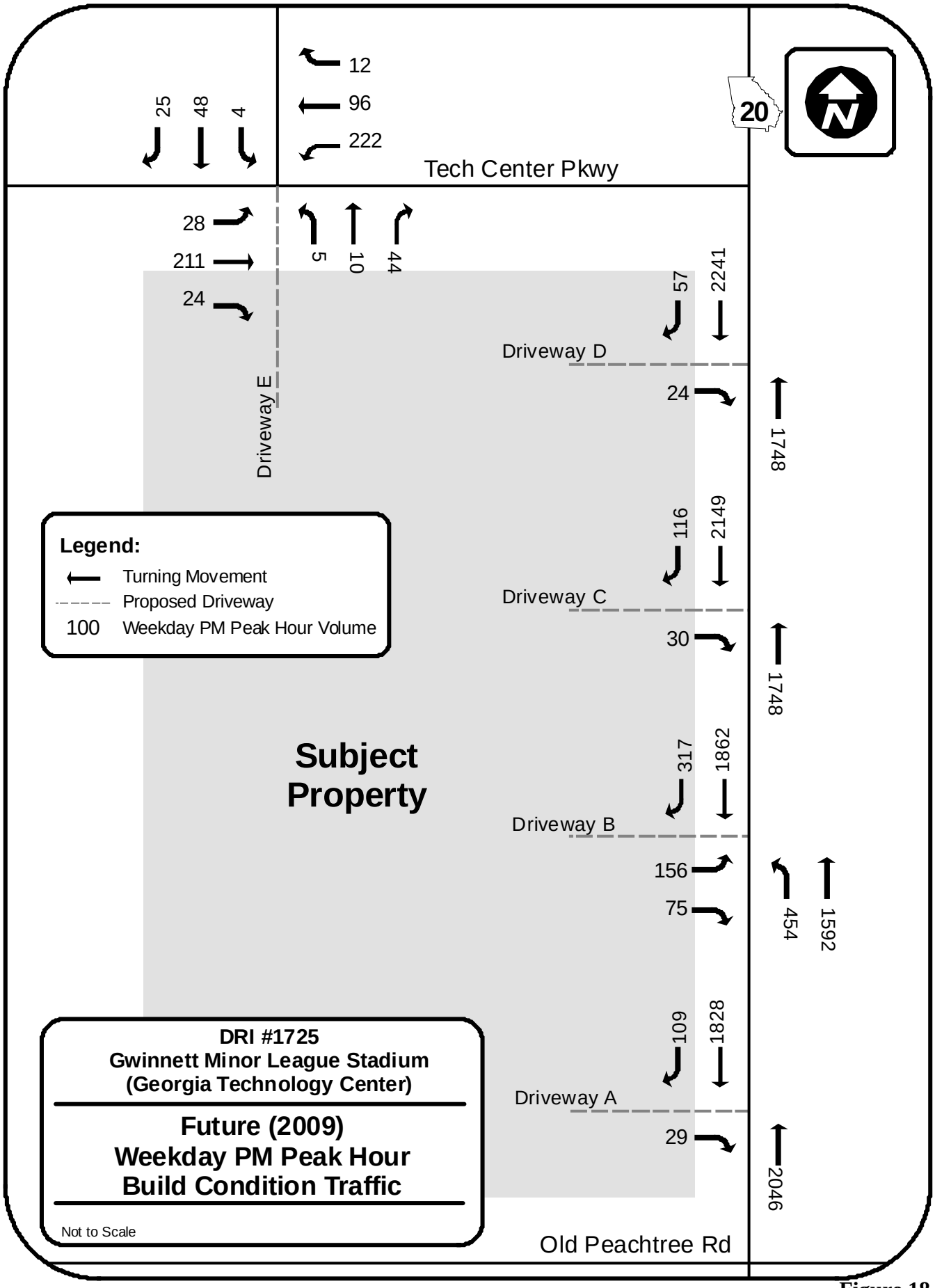

Tech Center Pkwy
Old Peachtree Rd
20
25
48
4
12
96
222
28
211
24
5
10
44
Driveway E
Driveway D
57
2241
24
1748
Driveway C
116
2149
30
1748
Subject Property
Driveway B
317
1862
156
75
454
1592
Driveway A
109
1828
29
2046
Legend:
Turning Movement
Proposed Driveway
100 Weekday PM Peak Hour Volume
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
Weekday PM Peak Hour
Build Condition Traffic
Not to Scale

Figure 18

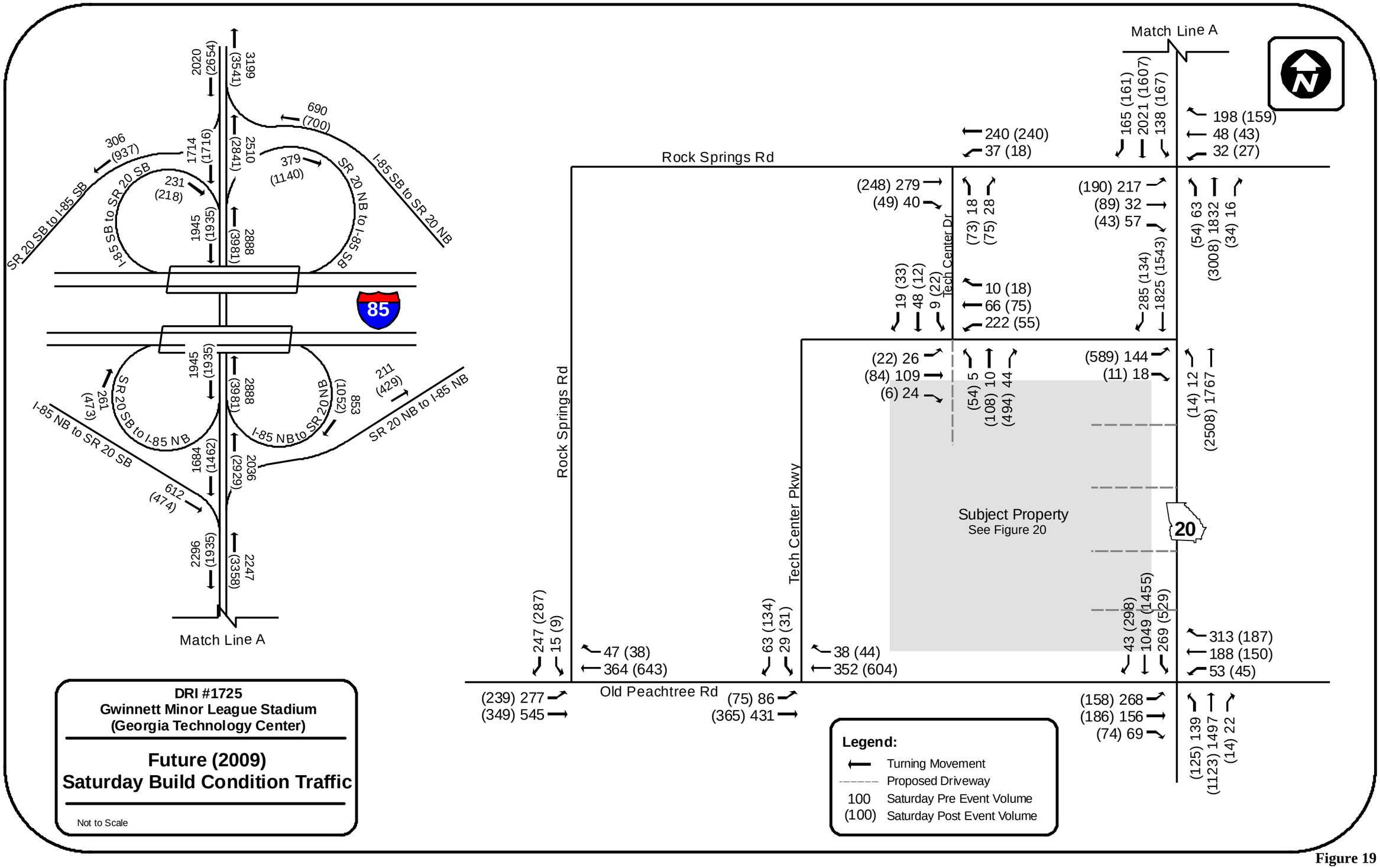

Match Line A
2020 (2654)
3199 (3541)
690 (700)
306 (937)
1714 (1716)
2510 (2841)
379 (1140)
231 (218)
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
1945 (1935)
2888 (3981)
85
261 (473)
SR 20 SB to I-85 NB
I-85 NB to SR 20 SB
853 (1052)
I-85 NB to SR 20 NB
211 (429)
SR 20 NB to I-85 NB
1684 (1462)
2036 (2929)
612 (474)
2296 (1935)
2247 (3358)
Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
Subject Property
See Figure 20
20
240 (240)
37 (18)
165 (161)
2021 (1607)
138 (167)
198 (159)
48 (43)
32 (27)
(248) 279
(49) 40
(73) 18
(75) 28
(190) 217
(89) 32
(43) 57
(54) 63
(3008) 1832
(34) 16
19 (33)
48 (12)
9 (22)
10 (18)
66 (75)
222 (55)
285 (134)
1825 (1543)
(22) 26
(84) 109
(6) 24
(54) 5
(108) 10
(494) 44
(589) 144
(11) 18
(14) 12
(2508) 1767
247 (287)
15 (9)
47 (38)
364 (643)
63 (134)
29 (31)
38 (44)
352 (604)
43 (298)
1049 (1455)
269 (529)
313 (187)
188 (150)
53 (45)
(239) 277
(349) 545
(75) 86
(365) 431
(158) 268
(186) 156
(74) 69
(125) 139
(1123) 1497
(14) 22
Legend:
Turning Movement
Proposed Driveway
100 Saturday Pre Event Volume
(100) Saturday Post Event Volume
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
Saturday Build Condition Traffic
Not to Scale

Figure 19

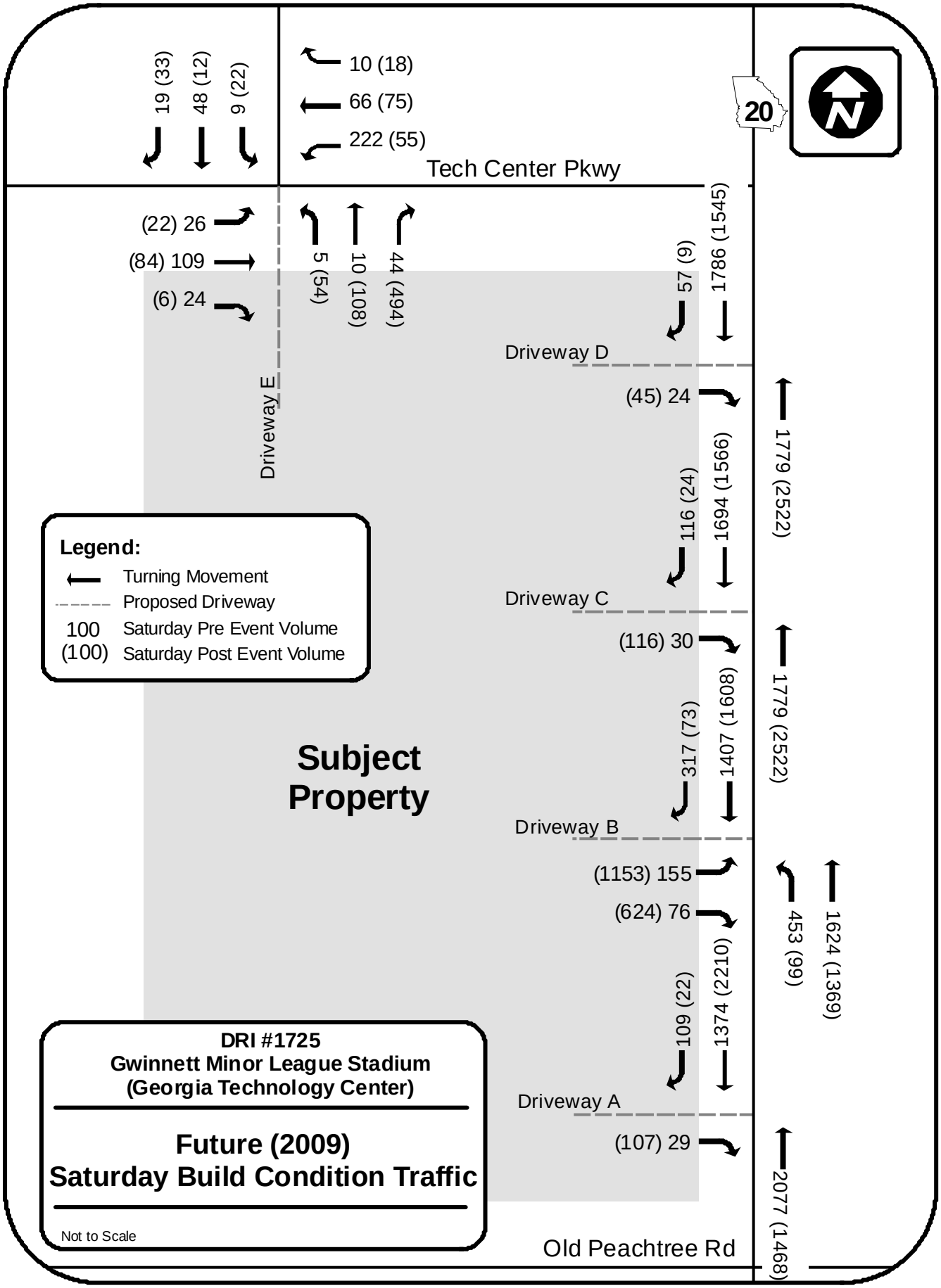

19 (33)
48 (12)
9 (22)
10 (18)
66 (75)
222 (55)
Tech Center Pkwy
20
(22) 26
(84) 109
(6) 24
5 (54)
10 (108)
44 (494)
57 (9)
1786 (1545)
Driveway D
Driveway E
(45) 24
1779 (2522)
116 (24)
1694 (1566)
Driveway C
(116) 30
1779 (2522)
317 (73)
1407 (1608)
Driveway B
(1153) 155
(624) 76
453 (99)
1624 (1369)
109 (22)
1374 (2210)
Driveway A
(107) 29
2077 (1468)
Old Peachtree Rd
Legend:
Turning Movement
Proposed Driveway
100 Saturday Pre Event Volume
(100) Saturday Post Event Volume
Subject Property
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009)
Saturday Build Condition Traffic
Not to Scale

Figure 20

Table 14
Future (2009) Build Condition Intersection Levels of Service Summary

Without Required Improvements						
	Intersection	Control	LOS Standard	Weekday PM Peak Hour (sec/veh)	Saturday Pre-Event Peak Hour (sec/veh)	Saturday Post Event Peak Hour (sec/veh)
1	Old Peachtree @ Rock Springs Rd*	Signalized	D	B (13.4)	B (10.1)	B (12.7)
2	Old Peachtree @ Tech Center Pkwy	Un-signalized	D	A (3.4)	A (3.8)	A (6.8)
3	Old Peachtree @ SR 20*	Signalized	D	D (35.6)	C (33.6)	C (33.0)
4	Tech Center Pkwy @ SR 20	Signalized	D	C (20.2)	B (13.2)	D (52.5)
5	Rock Springs Rd @ SR 20*	Signalized	D	D (49.7)	C (25.3)	C (28.6)
6	Tech Center Pkwy @ Tech Center Dr/Driveway E	Un-signalized	D	A (3.2)	A (3.1)	C (17.4)
7	Tech Center Dr @ Rock Springs Rd	Un-signalized	D	A (4.7)	A (4.5)	A (4.2)
8	Driveway A @ SR 20	Un-signalized	D	A (7.7)	A (7.6)	B (14.7)
9	Driveway B @ SR 20	Signalized	D	C (34.0)	C (21.6)	F* (81.5)
10	Driveway C @ SR 20	Un-signalized	D	F* (291.7)	A (7.6)	B (11.8)
11	Driveway D @ SR 20	Un-signalized	D	F* (156.1)	B (12.4)	B (10.4)
With Required Improvements						
	Intersection	Control	LOS Standard	Weekday PM Peak Hour (sec/veh)	Saturday Pre-Event Peak Hour (sec/veh)	Saturday Post Event Peak Hour (sec/veh)
1	Old Peachtree @ Rock Springs Rd*	Signalized	D	B (12.8)	A (9.1)	B (13.8)
2	Old Peachtree @ Tech Center Pkwy	Un-signalized	D	A (4.5)	A (3.7)	A (8.4)
3	Old Peachtree @ SR 20*	Signalized	D	D (35.1)	C (30.8)	C (25.8)
4	Tech Center Pkwy @ SR 20	Signalized	D	A (5.7)	A (5.4)	B (12.6)
5	Rock Springs Rd @ SR 20*	Signalized	D	D (36.8)	B (18.8)	C (20.2)
6	Tech Center Pkwy @ Tech Center Dr/Driveway E	Un-signalized	D	A (3.0)	A (2.8)	A (5.4)
7	Tech Center Dr @ Rock Springs Rd	Un-signalized	D	A (6.6)	A (4.4)	A (5.4)
8	Driveway A @ SR 20	Un-signalized	D	A (4.8)	A (2.7)	C (16.2)
9	Driveway B @ SR 20	Signalized	D	C (20.4)	B (19.1)	C (23.4)
10	Driveway C @ SR 20	Un-signalized	D	B (10.7)	A (6.1)	A (5.9)
11	Driveway D @ SR 20	Un-signalized	D	B (12.8)	A (6.8)	A (6.8)

* Inadequate/Deficient LOS

Table 15
Future (2009) Build Condition I-85 C-D System at SR 20

Future (2009) Build Weekday PM Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1035	47.3	10.9	A
Southbound/Westbound Weave	506	50.4	5.0	A
Future (2009) Build Saturday Pre-Event Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1051	46.7	11.3	A
Southbound/Westbound Weave	495	49.6	5.0	A
Future (2009) Build Saturday Post Event Peak Hour				
Weave Section	**Vehicles**	**Speed**	**Density (v/ln/mi)**	**LOS**
Northbound/Eastbound Weave	1495	43.8	17.1	B
Southbound/Westbound Weave	1031	45.8	11.3	A

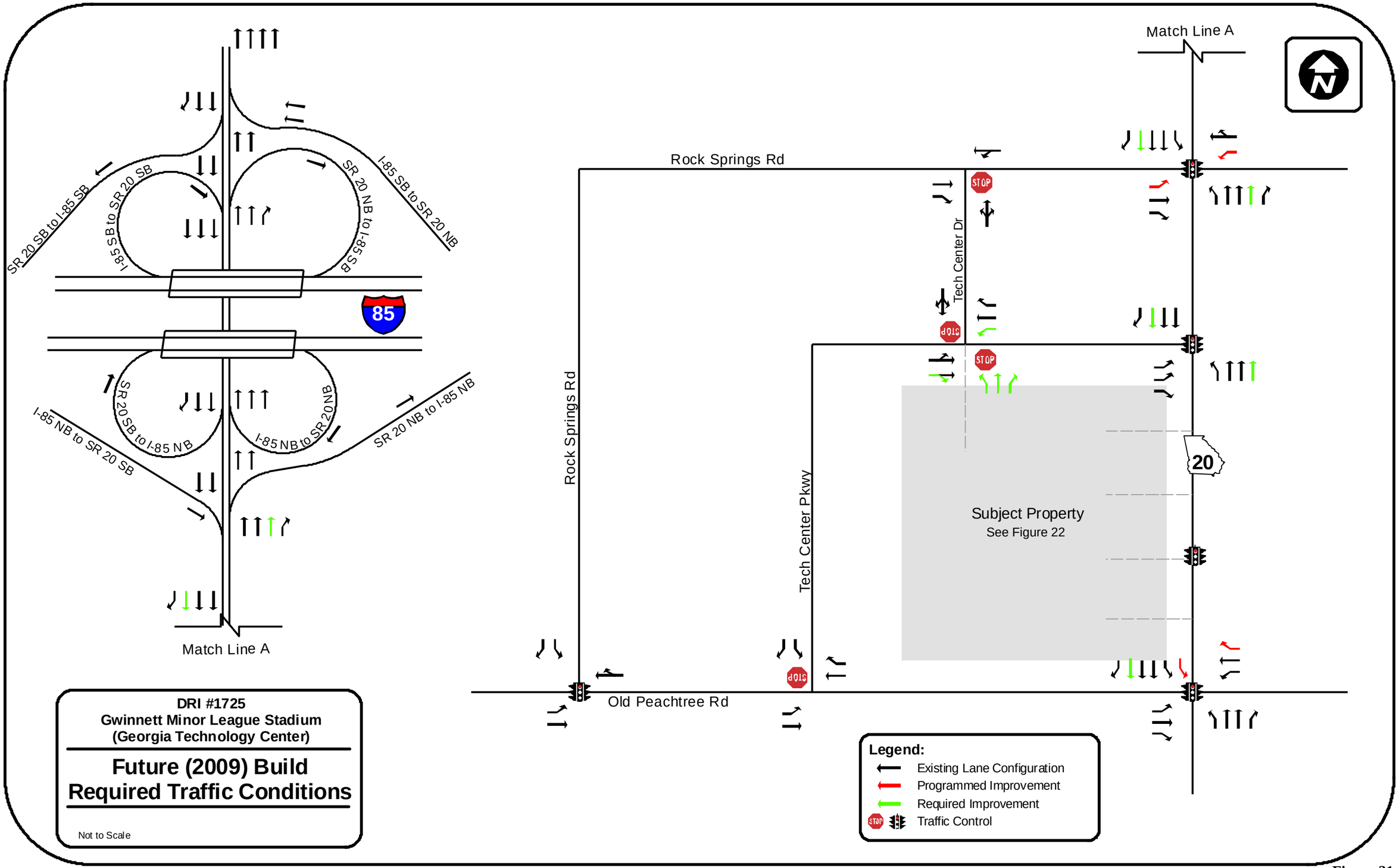

Match Line A
SR 20 SB to I-85 SB
I-85 SB to SR 20 SB
SR 20 NB to I-85 SB
I-85 SB to SR 20 NB
85
SR 20 SB to I-85 NB
I-85 NB to SR 20 SB
I-85 NB to SR 20 NB
SR 20 NB to I-85 NB
Match Line A
Rock Springs Rd
Tech Center Dr
Tech Center Pkwy
Old Peachtree Rd
STOP
20
Subject Property
See Figure 22
Legend:
Existing Lane Configuration
Programmed Improvement
Required Improvement
Traffic Control
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009) Build
Required Traffic Conditions
Not to Scale

Figure 21

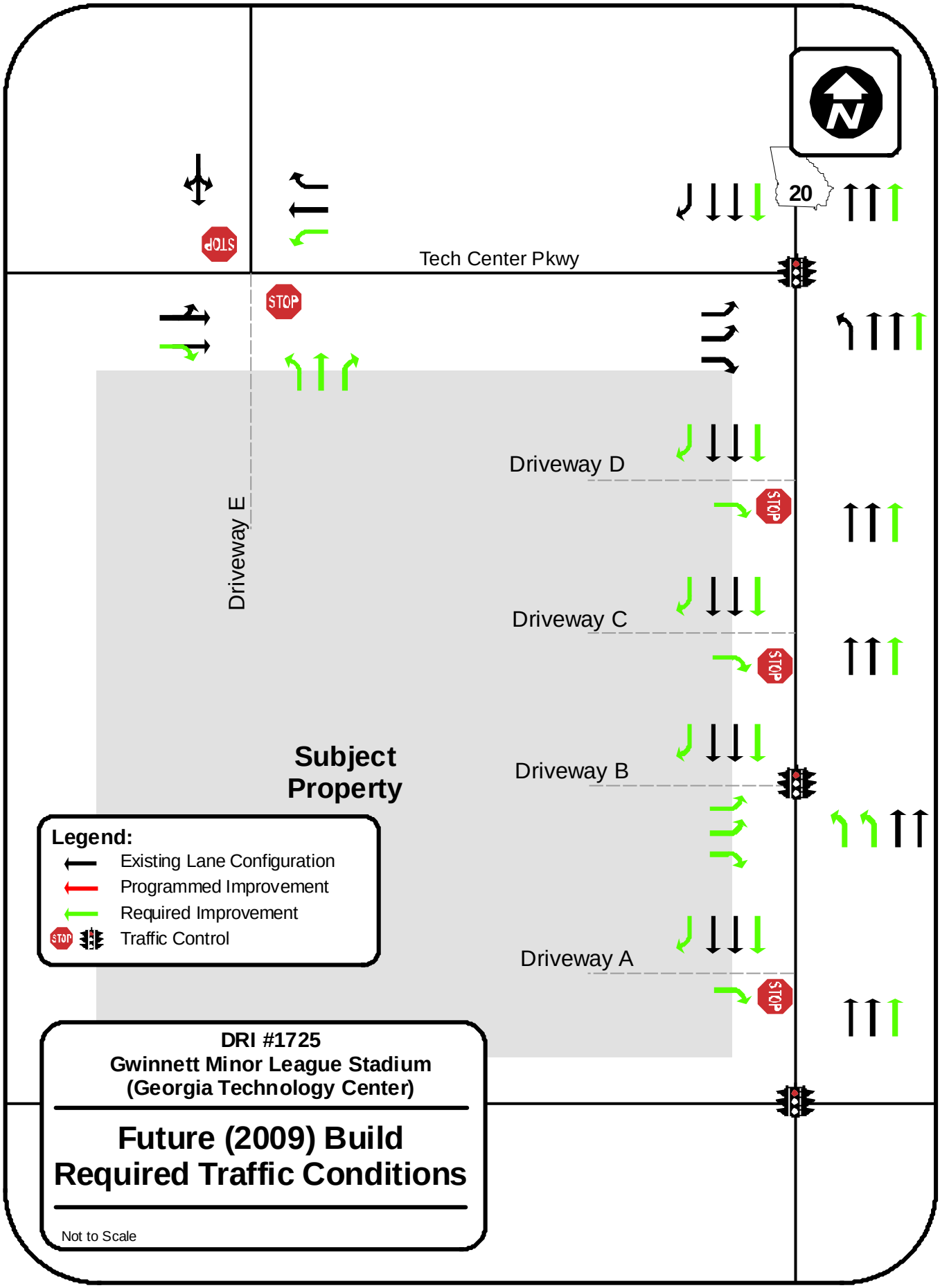

20
Tech Center Pkwy
STOP
Driveway D
Driveway E
Driveway C
Driveway B
Driveway A
Subject Property
Legend:
Existing Lane Configuration
Programmed Improvement
Required Improvement
Traffic Control
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Future (2009) Build
Required Traffic Conditions
Not to Scale

Figure 22

6.4 Queue Analysis

Pursuant to GRTA's recommendation, a queue analysis was performed for the intersection of Tech Center Parkway and SR 20. The results of this analysis are provided below in Table 16.

Table 16
Queue Analysis

Existing (2008) Weekday PM Peak Hour				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0'	25'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	125'
		Right	0'	100'
Existing (2008) Saturday Peak Hour				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0'	25'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	75'
		Right	0'	50'
No-Build (2009) Weekday PM Peak Hour				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0'	25'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	150'
		Right	0'	50'
No-Build (2009) Saturday Peak Hour				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0'	25'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	100'
		Right	0'	25'

Table 16, cont'd
Queue Analysis

Build (2009) Weekday PM Peak Hour (without required improvements)				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0	50'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	50'	150'
		Right	0'	75'
Build (2009) Saturday Pre-Event Peak Hour (without required improvements)				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0	50'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	100'
		Right	0'	50'
Build (2009) Saturday Post Event Peak Hour (without required improvements)				
Intersection	**Approach**	**Movement**	**Average Queue**	**Maximum Queue**
SR 20 @ Tech Center Pkwy	Northbound	Left	0	50'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	550'	825'
		Right	25'	225'

Table 16, cont'd
Queue Analysis

Intersection	Approach	Movement	Average Queue	Maximum Queue
Build (2009) Weekday PM Peak Hour (with required improvements)				
SR 20 @ Tech Center Pkwy	Northbound	Left	0	25'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	125'
		Right	0'	75'
Build (2009) Saturday Pre-Event Peak Hour (with required improvements)				
SR 20 @ Tech Center Pkwy	Northbound	Left	0	50'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	25'	100'
		Right	0'	25'
Build (2009) Saturday Post Event Peak Hour (with required improvements)				
SR 20 @ Tech Center Pkwy	Northbound	Left	0	50'
		Thru	-	-
	Southbound	Thru	-	-
		Right	0'	0'
	Eastbound	Left	125'	475'
		Right	0'	25'

7.0 Identification of Programmed Projects

Based on information received from Gwinnett County, the Atlanta Regional Commission and GDOT, there are four roadway enhancement projects within vicinity of the proposed project that are planned for construction by the build year, 2009. These programmed transportation improvement projects have been incorporated for the future (2009) analysis. These projects include three (3) intersection improvements and one (1) corridor improvement along SR 20. These projects are summarized in Table 17 and a project description for each follows. The locations of these projects are displayed on Figure 23.

Table 17
Programmed Transportation Improvements

Project No.	Source	Sponsor	Description	Location		Build Year	Cost
				from	to		
M-0037-28	SPLOST	Gwinnett	Intersection Improvement	Old Peachtree Rd @ SR 20		2009	unknown
unknown	SPLOST	Gwinnett	Intersection Improvement	Old Peachtree Rd @ Rock Springs Rd		2009	unknown
unknown	Private	Developer	Intersection Improvement	Rock Springs Rd @ SR 20		Under construction	unknown
M-0036-5	SPLOST	Gwinnett	ATMS	Lawrenceville	I-985	2009	unknown

Gwinnett County Project #M-0037-28

- Intersection improvement at the intersection of SR 20 and Old Peachtree Road - This project will include dual left-turn lanes from SR 20 southbound onto Old Peachtree Road and additional lanes on Old Peachtree Road, improving the overall efficiency of the intersection. Land acquisition for this project will begin in February 2008 and the project construction will be complete prior to the opening of the proposed development.

Gwinnett County Project #(in-house)

- Intersection improvement at the intersection of Old Peachtree Road and Rock Springs Road – Gwinnett County has identified the need for a traffic signal at this location and construction will be complete prior to the opening of the proposed development.

Gwinnett County Project #(development improvement)

- Intersection improvement at the intersection of SR 20 and Rock Springs Road – This intersection is currently being upgraded by the developer as part of a rezoning. Rock Springs Road will receive additional turn lanes improving the overall efficiency of the intersection.

Gwinnett County Project #M-0036-5

- The County is currently constructing a project to install fiber optic communications cable from the Gwinnett Traffic Control Center in Lawrenceville along the SR 20 Corridor to the I-985 interchange. This project will provide enhanced signal timing within the study area utilizing traffic monitoring devices between Old Peachtree Road and I-85. These devices will allow Gwinnett County to make any necessary adjustments during events at the proposed minor league baseball stadium.

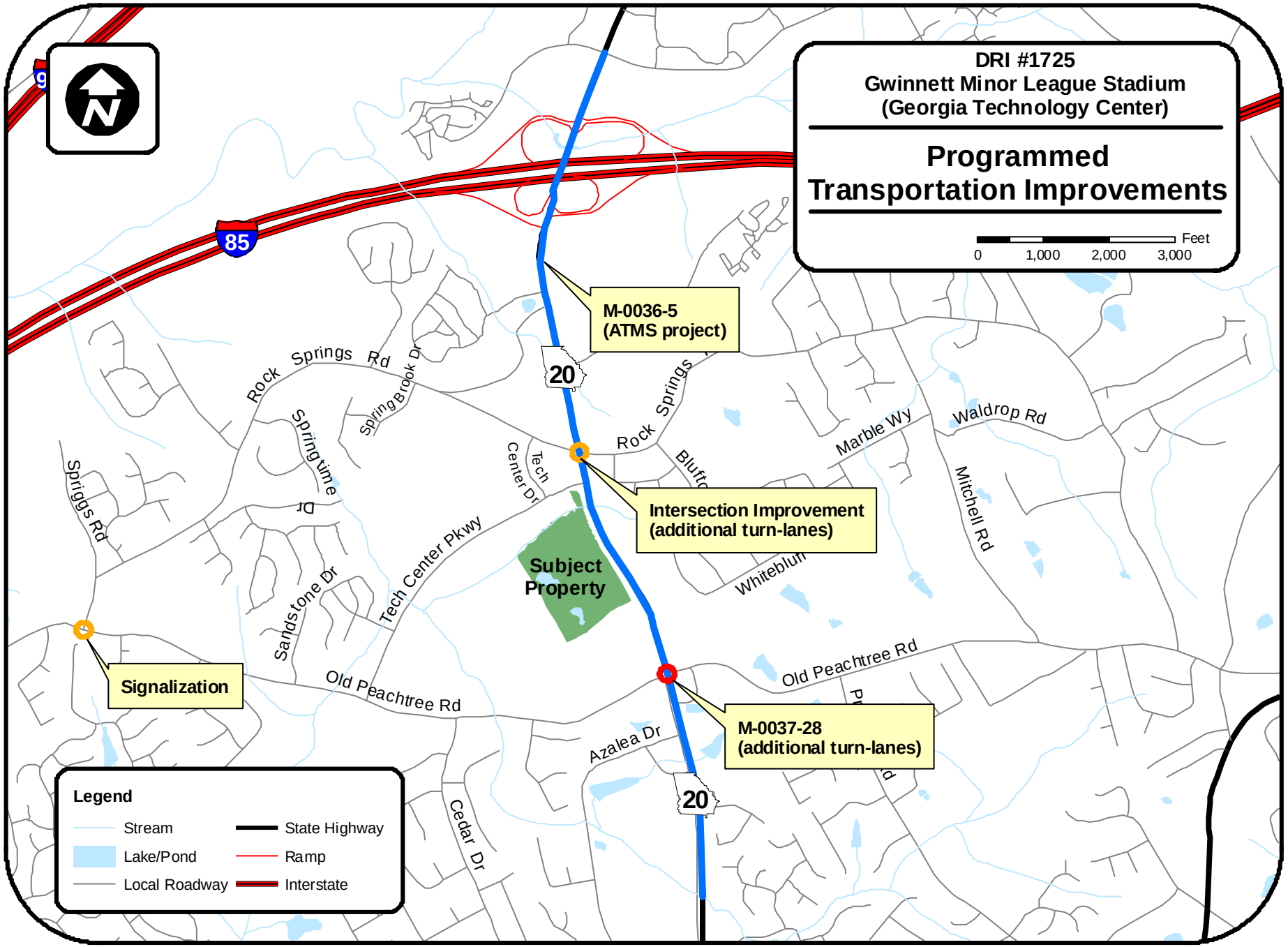

DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Programmed
Transportation Improvements
Feet
0
1,000
2,000
3,000
M-0036-5
(ATMS project)
Intersection Improvement
(additional turn-lanes)
Subject
Property
Signalization
M-0037-28
(additional turn-lanes)
Legend
Stream
Lake/Pond
Local Roadway
State Highway
Ramp
Interstate
85
20
Rock Springs Rd
Springbrook Dr
Springtime Dr
Spriggs Rd
Tech Center Dr
Tech Center Pkwy
Sandstone Dr
Old Peachtree Rd
Azalea Dr
Cedar Dr
Marble Wy
Waldrop Rd
Mitchell Rd
Whiteblu

Figure 23

8.0 Ingress/Egress Analysis

Vehicular access to the proposed development has been proposed at five (5) locations. Two full-movement locations and three right-in/right-out locations provide entry/exit opportunities for vehicular traffic. These access locations have been previously illustrated on Figure 4. The results of this analysis have indicated that improvements are required in order for these access locations to operate at an acceptable LOS.

Driveways A, C and D are planned to be constructed as right-in/right-out driveways with single lanes both entering and exiting. Driveway B, which requires signalization, shall consist of two eastbound egress lanes designated as left-turn only and shall be further supplemented with a right-turn bay. Westbound ingress at Driveway B shall consist of two lanes to accommodate a dual left-turn movement from SR 20 northbound. Driveway E does not require signalization; however, the northbound egress approach at this location shall be constructed with two approach lanes. The first lane shall be designated as a right-turn only movement, while the second lane shall be designated as a through only movement. This egress approach shall be further supplemented with a left-turn bay. Southbound ingress at Driveway E shall consist of two approach lanes for surface area parking.

In addition to these ingress/egress improvements, SR 20 and Tech Center Parkway require improvements in order for all intersections within the study area to operate at an acceptable LOS. SR 20 will require additional capacity from four to six lanes from Old Peachtree Road to I-85. The left-turn storage for the eastbound approach on Tech Center Parkway has been required to be lengthened to accommodate trips leaving an event; however, the existing lane configuration is sufficient.

It should be noted that the traffic associated with the proposed development is not typical daily traffic as there will be approximately 80 events each year. Therefore, other measures to control event traffic such as temporary signage, law enforcement, temporary signal timing, etc. may be more feasible, rather than widening SR 20 from four to six lanes. Furthermore, a need has previously been identified to widen SR 20 from four to eight lanes by the year 2030 (GW-020D) from I-85 north to Rock Springs Road.

9.0 Internal Circulation Analysis

The proposed development has been designed to enhance internal circulation. Specific design features that promote efficient on-site pedestrian movements include sidewalks and surface parking inter-connectivity. There are not any features that result in inefficient on-site pedestrian movements. The site plan provided, in this document, includes sidewalks within the proposed site and along adjacent roadways. Pedestrian path distances have been minimized within the surface parking areas and future complimentary land uses will be accessible by pedestrians. The internal transportation analysis revealed that all entrances to the parking facilities operate at an acceptable LOS, with improvements. Any conflicting vehicle-pedestrian movements should be addressed through appropriate signage and striping. Efficient vehicle movements have been promoted through inter-connectivity within the surface parking areas.

10.0 Compliance with Comprehensive Plan Analysis

The Future Land Use Plan for Gwinnett County printed on March 7, 2006 by the Gwinnett County Department of Planning and Development designates this area as a commercial land use. The proposed development is commercial in nature, which is consistent with the Gwinnett County 2020 Land Use Plan. The remaining future land use classifications that adjoin the subject property have been displayed in Figure 24. As one can see from the Figure, the study area has been predominately classified for commercial land uses.

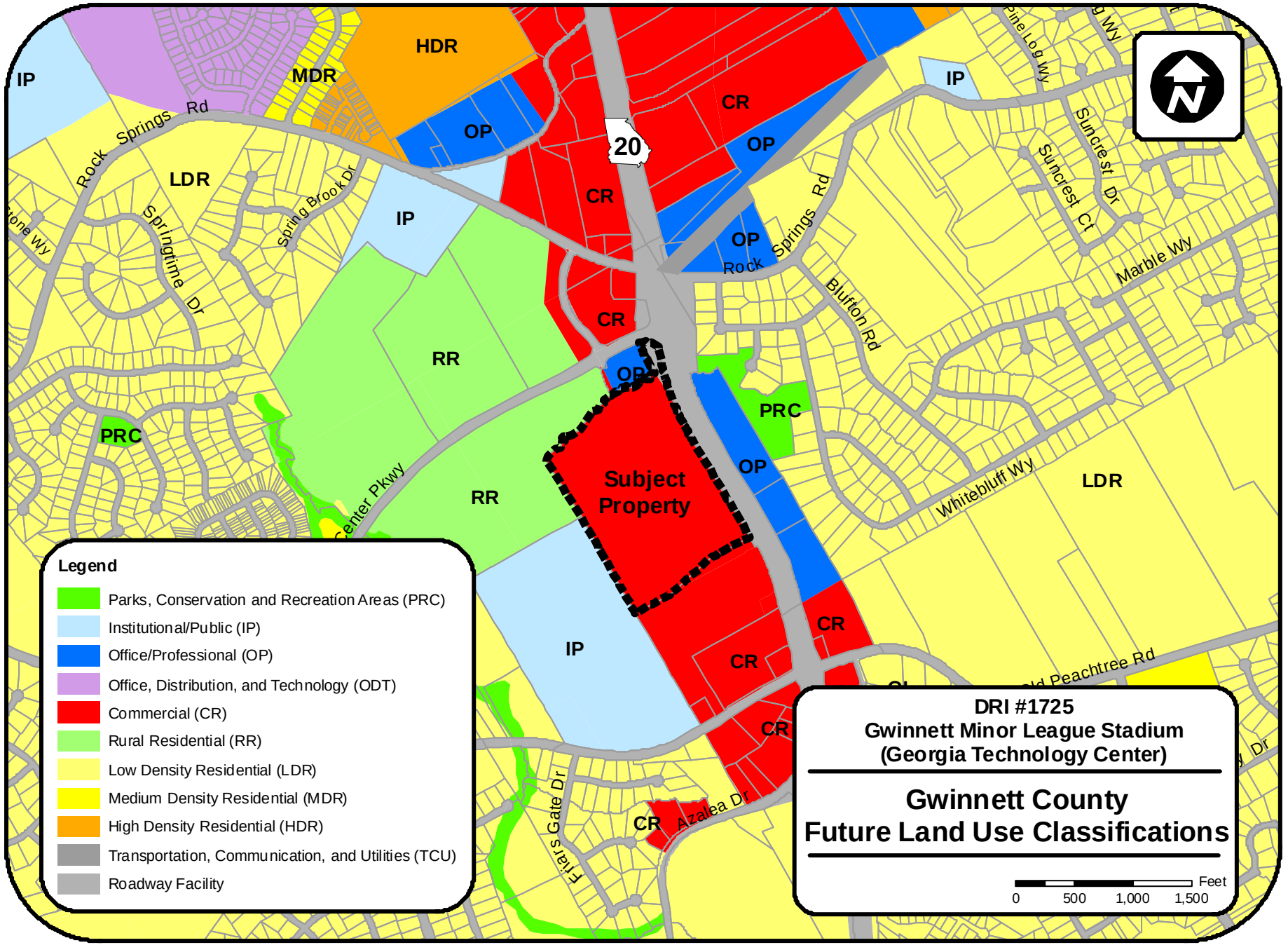

IP
HDR
MDR
OP
CR
20
LDR
Rock Springs Rd
Springtime Dr
Spring Brook Dr
RR
PRC
Subject Property
Center Pkwy
Bluffton Rd
Marble Wy
Suncrest Dr
Suncrest Ct
Whitebluff Wy
Azalea Dr
Legend
Parks, Conservation and Recreation Areas (PRC)
Institutional/Public (IP)
Office/Professional (OP)
Office, Distribution, and Technology (ODT)
Commercial (CR)
Rural Residential (RR)
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Transportation, Communication, and Utilities (TCU)
Roadway Facility
DRI #1725
Gwinnett Minor League Stadium
(Georgia Technology Center)
Gwinnett County
Future Land Use Classifications
Feet
0
500
1,000
1,500

Figure 24

11.0 Non-Expedited Review Criteria

11.1 Quality, Character, Convenience and Flexibility of Transportation Options

The proposed development is located within close proximity to Interstate 85, which is important for developments of this nature, as well as the general driving public. Additionally, the subject property is adjacent to a four-lane divided minor arterial that further enhances access to the property. Vehicular traffic from I-85 will utilize exit numbers 115 A and B in order to access SR 20.

As discussed previously, there are bus operations available through Gwinnett County Transit. "Route 50" is a local bus route service that connects Discover Mills to the Mall of Georgia and to the City of Buford. There are two park and ride lots along this local bus route, one being located at Discover Mills and the other at Interstate 985. Route 101A, supplements this local bus service by providing a weekday "express" service for those riders traveling to downtown Atlanta. The proposed development will be providing amenities to encourage transit ridership, such as a bus shelter, potential shuttle service, sidewalks and bicycle racks.

Pedestrian facilities are currently in place along Rock Springs Road, Tech Center Drive, Tech Center Parkway and Old Peachtree Road, which are within close proximity to the proposed development. An eight-foot multi-use path currently exists on the most southern side of Tech Center Parkway. The proposed development along SR 20 will work to maintain and enhance this existing system of bicycle and pedestrian facilities by connecting to any existing sidewalks adjacent to the site. Additionally, the proposed development will be providing newly constructed bicycle and pedestrian facilities within the development for additional pedestrian connectivity.

11.2 Vehicle Miles Traveled

Prior to accounting for any applicable trip reductions, the proposed development is expected to generate a total of 13,535 daily trips. Project-generated trip reductions were taken based upon alternative modes of travel and for pass-by trips. Table 18 displays the reduction in traffic generation due to the applicable reductions.

Table 18
Vehicle Miles Traveled

Reduction Factor	Build-Out Total
Daily Gross trip Generation:	13,535
(-) Mixed-use reductions (internal capture)	0
(-) Alternative Modes	-135
(-) Pass-by Trips	-3069
Net Trips:	**10,331**

11.3 Relationship Between Location of Proposed DRI and Regional Mobility

The proposed DRI is within close proximity to I-85, which is important for developments of this nature, as well as the general driving public. SR 20 is also a multi-lane facility at this location that further facilitates mobility. Pedestrian connections along existing roadways and within the development will be constructed as part of this project.

11.4 Relationship Between Proposed DRI and Existing or Planned Transit Facilities

The proposed DRI is located in Gwinnett County where bus transit facilities currently exist. Accommodations to the proposed site will enhance transit ridership with the provision of pedestrian amenities and a bus shelter.

11.5 Transportation Management Area Designation

The proposed development is not located within a Transportation Management Area.

11.6 Off-site Trip Reduction and Trip Reduction Techniques

Mixed-use reductions are not applicable to the proposed development. The mode split assumptions for the proposed project will be primarily the use of the single-occupant vehicle and multiple occupancy vehicles. However, Gwinnett County does operate a local bus service, connecting neighborhoods and businesses to various cultural, shopping and educational opportunities. It has been assumed that bus stops and sidewalks will be included as part of the proposed development; therefore, for the purposes of this analysis approximately one percent (1%) in off-site vehicular trips has been recognized for trip reduction purposes for the proposed development.

An additional adjustment in trip generation was made in order to account for "pass-by" trips associated with the retail portion of the proposed development. The pass-by trip reduction rate was calculated using **the ITE Trip Generation Handbook, 5th edition**. Based upon the formula given on page I-23, a trip reduction rate of fifty-six (56) percent for the year 2009 may be assumed. A limits test reveals that the daily volume on SR 20 within close vicinity of the Subject Property is approximately 37,000 vehicles per day. This volume was gathered from the 2005 GDOT traffic count database. The 2006 volume was not incorporated because it was actually 28,000 vehicles per day, which was lower than the reported 2003 traffic volume. This difference in traffic volumes has been attributed to a change in data collection methods. Therefore, using the ten percent limits test, the total number of pass-by trips that can be realized can not exceed 3,850 vehicles for the year 2009 using a four percent average annual growth rate.

11.7 Balance of Land Uses – Jobs/Housing Balance

Refer to the Area of Influence Analysis, located in Section 12.0 of this report.

11.8 Relationship between Proposed DRI and Existing Development and Infrastructure

The proposed DRI is located in an area where adequate public facilities will be available to serve the proposed development. Gwinnett County Public Utilities will be the provider of water and wastewater capacity for this DRI site. Regarding transportation, the traffic study has identified transportation improvements relating to access to the site which will be constructed by the developer. All other transportation improvements are proposed by GDOT and Gwinnett County.

12.0 Area of Influence

The proposed development, Gwinnett Minor League Baseball Stadium, is expected to consist of a 10,000 seat baseball stadium and 73,000 square feet of specialty retail. Due to the nature of the development, it is classified as "predominantly employment" for the purposes of the Area of Influence (AOI). The following section will describe the AOI demographics, DRI average wage levels, expected AOI housing costs, and the opportunity for workers who are employed in the DRI to find housing within the AOI.

12.1 Criteria

As part of the non-expedited review process for a DRI, an Area of Influence Analysis must be performed, in order to determine the impact of the proposed development on the balance of housing and jobs within the immediate area surrounding the development. For this proposed development, which is classified as "predominately employment," the non-expedited review criterion is as follows:

The proposed DRI:

(b) Is located in an Area of Influence where the proposed DRI is reasonably anticipated to contribute to the balancing of land uses within the Area of Influence such that twenty-five percent (25%) of the persons that are reasonably anticipated to be employed in the proposed DRI have the opportunity to live within the Area of Influence.

12.2 Study Area Determination and Characteristics

The Area of Influence is comprised of the area within six road-miles of the proposed development. To determine the AOI, *TransCAD* was used to measure six road miles from the midpoint of the development on SR 20. The population and housing statistics for the AOI were determined by taking the area outlined in *TransCAD*, creating a boundary in GIS format, and overlaying the boundary with a GIS layer containing census tract information. The Area of Influence (located within Gwinnett County) can be seen in Figure 25.

The total population within the Area of Influence is 69,603, residing within 22,388 households (an average of 3.1 people per household). The AOI area totals 39,321 acres.

12.3 DRI Employment and Salary Figures

The DRI is expected to employ approximately 249 workers in the following land uses: General Office and Retail/General Commercial. The numbers of workers are based on assumptions provided in the *Area of Influence (AOI) Guidebook for Non-Expedited Reviews, April 2003*. The office land use was used to represent those employees within the stadium complex because it most closely aligned with the types of employment that may be present. The one exception to this is the players and they are listed separately. Number of employees was provided by the client and results in 150 employees. For the retail/general commercial land use, 1 employee per 500 SF results in 146 retail/ commercial employees.

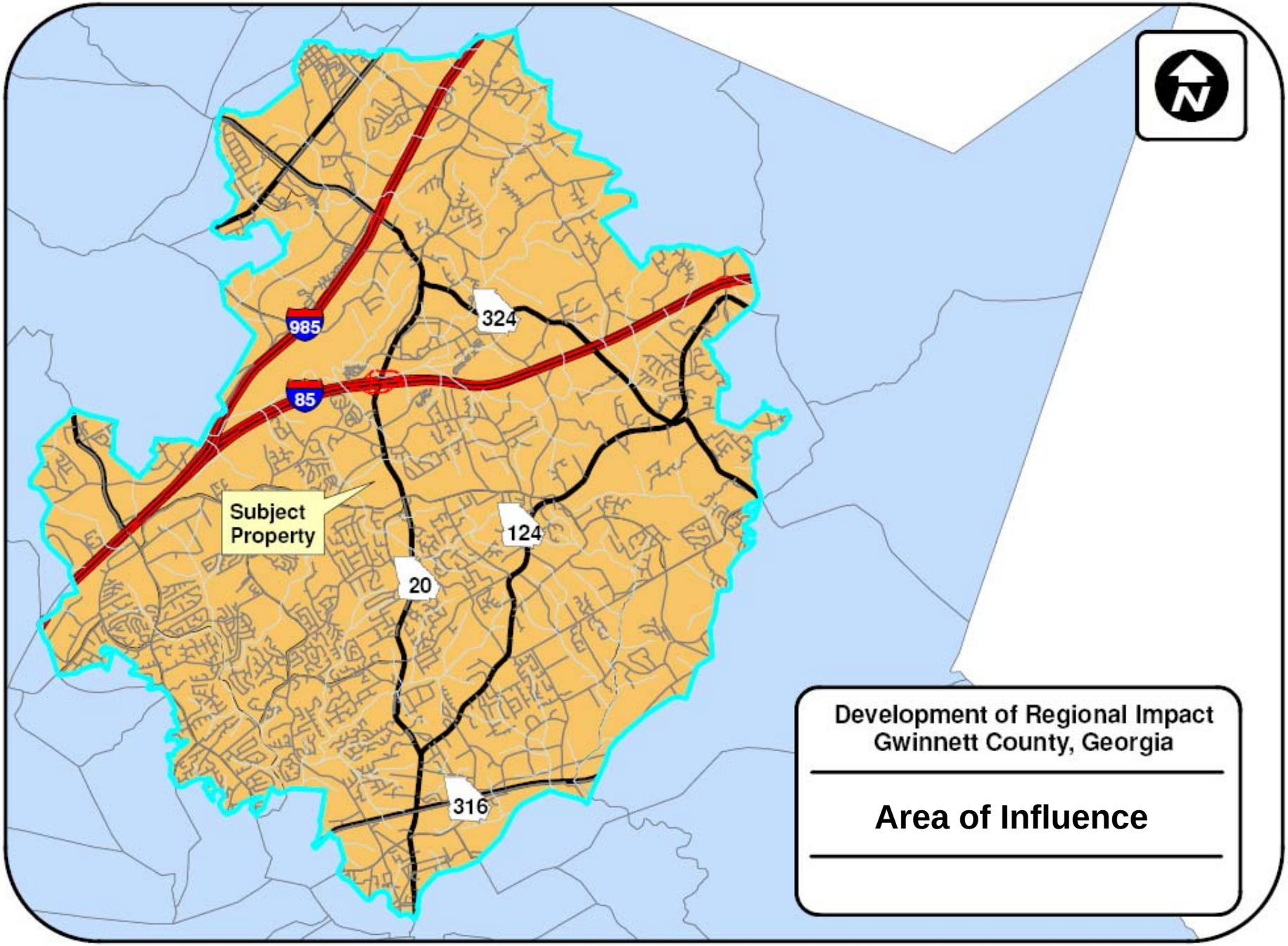

985
85
324
124
20
316
Subject Property
Development of Regional Impact
Gwinnett County, Georgia
Area of Influence

Figure 25

For the office land use, employees are assumed to work in the following occupation: management, technical, office and administrative support, computers, and business and financial operations. The retail/general commercial land use includes managers/sales head and salespersons.

Using the departmental and occupational guidelines provide by the clients along with the U. S. Department of Labor, Bureau of Labor statistics, and 2000 Metropolitan Area Occupational Employment and Wage Estimates, Atlanta, GA MSA, salaries were approximated for each occupation.

Household salary was calculated based on the computed workers per household ratio of 1.5 multiplied by the salary in each bracket. It is assumed then that each household has 1.5 workers who contribute to the monthly household salary. The affordable housing payment is calculated as 30% of the monthly household salary, as based on GRTA's *Area of Influence (AOI) Guidebook for Non-Expedited Reviews.* Table 19 displays the department positions, the numbers of employees in each occupation, the monthly employee and household salaries, and the respective affordable housing payments.

Table 19
Employment, Salary and Affordable Housing Payment by Occupation

Type of Land Use in DRI	Type Of Occupation	Number of Employees in DRI	Monthly Employee Salary	Monthly Household Salary (1.5 x the Employee Salary)	Affordable Monthly Housing Payment For Household ($) (30% of Monthly Household Salary)
General Office	Management Occupations	25	$ 6,300.00	$ 9,450.00	$ 2,835.00
	Technical Occupations	31	$ 4,000.00	$ 6,000.00	$ 1,800.00
	Office and Administrative Support	13	$ 2,300.00	$ 3,450.00	$ 1,035.00
	Computer Occupations	25	$ 4,900.00	$ 7,350.00	$ 2,205.00
	Buisness and Financial Operations	31	$ 4,200.00	$ 6,300.00	$ 1,890.00
	Players	25	$ 2,150.00	$ 3,225.00	$ 967.50
Retail/General Commercial	Manager/Sales Head	29	$ 2,500.00	$ 3,750.00	$ 1,125.00
	Sales Staff	117	$ 1,700.00	$ 2,550.00	$ 765.00
	Total Employees	**296**			

Given the above calculated salaries, each household is eligible for a specific housing tier within the Area of Influence. Table 20 below displays the number of households that fall into each tier based on the household salary.

Table 20
Number of Households in the DRI
by Range of Monthly Income

Number of Households in the DRI by Range of Monthly Income	
Range of Monthly Income Income for Housing	Number of Households
$499 or Less	0
$500 to $599	0
$600 to $699	0
$700 to $799	117
$800 to $899	0
$900 to $999	25
$1,000 to $1,249	42
$1,250 to $1,499	0
$1,500 to $1,999	62
$2,000 or more	50
Total	**296**

12.4 AOI Occupied Housing Figures

An analysis of existing occupied housing was conducted based on 2000 Census data for owner and renter-occupied housing. A GIS analysis identified approximately 18,822 owner-occupied units and 3,566 renter-occupied units in the AOI. Table 21 below displays the housing units in comparable price tiers as are shown in Table 20. Owner-occupied housing includes housing with and without a mortgage. Renter-occupied housing includes all rental units with the exception of those with no cash rent.

Table 21
Selected Monthly Costs for All Occupied Housing Units in the AOI

Selected Monthly Costs for all Occupied Housing Units in the AOI			
Monthly Dollar Range	Owner-Occupied Housing Units in the AOI	Renter-Occupied Housing Units in the AOI	Total Occupied Housing Units in the AOI
$499 or Less	1,951	709	2,660
$500 to $599	328	607	935
$600 to $699	390	700	1,090
$700 to $799	557	470	1,027
$800 to $899	1069	433	1,502
$900 to $999	1303	222	1,525
$1,000 to $1,249	4545	230	4,775
$1,250 to $1,499	3759	143	3,902
$1,500 to $1,999	3705	36	3,741
$2,000 or more	1215	16	1,231
Total	**18,822**	**3,566**	**22,388**

Using the households in the DRI per price tier information in Table 20 and the renter / owner distribution of occupied housing in the AOI in Table 21 above, a comparison was done to analyze the available housing by price range within the AOI against the number of households per price tier expected within the proposed DRI. This comparison is shown below in Table 22.

Table 22
Comparison of Workers' Monthly Household Incomes in the DRI and Monthly Costs of Housing Units in the AOI

Number of Households in the DRI by Range of Monthly Income			
Monthly Dollar Range	Total Occupied Housing Units in the AOI	Number of DRI Households With one ore More Workers Working in the DRI	Difference in Number of Housing Units in the AOI and Number of Households withWorkers in DRI
$499 or Less	2660	0	2660
$500 to $599	935	0	935
$600 to $699	1090	0	1090
$700 to $799	1027	117	910
$800 to $899	1502	0	1502
$900 to $999	1525	25	1500
$1,000 to $1,249	4775	42	4733
$1,250 to $1,499	3902	0	3902
$1,500 to $1,999	3741	62	3679
$2,000 or more	1231	50	1181
Total	**22388**	**296**	**22092**

As can be seen from Table 22, adequate housing opportunities exist for all wage-earning levels in the DRI for both owner and renter properties. Additionally, because the salaries of a large percentage of employees are concentrated at the upper limits of the price tiers, considerable extra housing is available in lower price tiers if a household desires to choose a more conservative price range. Given this information, over 25% of the employees of the DRI have an opportunity to reside within the Area of Influence.

13.0 ARC's Air Quality Benchmark

As discussed previously, the applicant's intent is to construct a well balanced mixed-use community that offers opportunities for employment, housing and recreation. This document addresses only the first phase of construction, which has been planned to be completed in the year 2009. The predominant land use for this stage of development will be primarily an attraction. Consequently, full vehicle miles traveled (VMT) reductions will not be realized until total build out. However, there are VMT reductions applicable to this phase of construction that amount to an eight percent (8%) reduction.

The proposed development will be providing an additional bus stop location for Gwinnett County Transit to incorporate into the local bus route system. Additionally, a shuttle service stop will be provided on site to encourage a reduction in trips to and from employment and activity centers, as well as other transit facilities. Finally, the proposed development will work to maintain and enhance bicycle and pedestrian facilities for this portion of the County by constructing new amenities on-site and by connecting to any existing bicycle and pedestrian facilities that are adjacent to the site. The reductions that may be applicable to this project are listed below.

Bus stop - (-3%)

Shuttle service to employment/activity centers/transit facilities - (-3%)

Bike/Ped networks providing connections to uses within the site - (-2%)

Appendix

Appendix A

PBS&J

INTERSECTION : Old Peachtree Rd @ Rock Springs Rd
PROJECT : Gwinnett Stadium
DATE COUNT : February 5, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	Rock Springs Rd SOUTHBOUND				Old Peachtree Rd WESTBOUND				NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	69	69	0	214	3	217	0	0	0	0	36	59	0	95	381
7:15 - 7:30	1	0	81	82	0	226	8	234	0	0	0	0	32	58	0	90	406
7:30 - 7:45	2	0	94	96	0	262	10	272	0	0	0	0	52	58	0	110	478
7:45 - 8:00	9	0	161	170	0	334	19	353	0	0	0	0	52	45	0	97	620
8:00 - 8:15	29	0	157	186	0	211	9	220	0	0	0	0	71	63	0	134	540
8:15 - 8:30	8	0	64	72	0	151	5	156	0	0	0	0	20	42	0	62	290
8:30 - 8:45	0	0	55	55	0	159	2	161	0	0	0	0	19	43	0	62	278
8:45 - 9:00	5	0	57	62	0	137	7	144	0	0	0	0	24	61	0	85	291
TOTAL	54	0	738	792	0	1694	63	1757	0	0	0	0	306	429	0	735	3284
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	3	0	60	63	0	91	4	95	0	0	0	0	99	180	0	279	437
4:15 - 4:30	5	0	39	44	0	70	11	81	0	0	0	0	94	218	0	312	437
4:30 - 4:45	5	0	47	52	0	60	10	70	0	0	0	0	114	236	0	350	472
4:45 - 5:00	2	0	52	54	0	76	14	90	0	0	0	0	126	283	0	409	553
5:00 - 5:15	0	0	57	57	0	82	9	91	0	0	0	0	114	283	0	397	545
5:15 - 5:30	5	0	53	58	0	62	13	75	0	0	0	0	99	281	0	380	513
5:30 - 5:45	4	0	62	66	0	60	10	70	0	0	0	0	124	268	0	392	528
5:45 - 6:00	4	0	50	54	0	68	11	79	0	0	0	0	78	172	0	250	383
TOTAL	28	0	420	448	0	569	82	651	0	0	0	0	848	1921	0	2769	3868
GRAND TOTAL	82	0	1158	1240	0	2263	145	2408	0	0	0	0	1154	2350	0	3504	7152

AM PEAK HOUR 7:15 TO 8:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	41	0	493	0	1033	46	0	0	0	207	224	0
APPROACH TOTAL	534			1079			0			431		
PEAK HOUR FAC.		0.72			0.76			0			0.8	

MID-DAY PEAK HOUR 11:30 TO 12:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL	0			0			0			0		
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 4:45 TO 5:45

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	11	0	224	0	280	46	0	0	0	463	1115	0
APPROACH TOTAL	235			326			0			1578		
PEAK HOUR FAC.		0.89			0.9			0			0.96	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : Tech Center Pkwy @ Old Peachtree Rd

DATE COUNT : February 5, 2008

CONDITION :

PROJECT : Gwinnett Stadium

JOB NO. : 100000603

COMP.BY : JRA

TIME INTERVAL	Tech Center Pkwy SOUTHBOUND				Old Peachtree Rd WESTBOUND				NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	5	0	13	18	0	155	4	159	0	0	0	0	15	36	0	51	228
7:15 - 7:30	9	0	20	29	0	148	4	152	0	0	0	0	10	47	0	57	238
7:30 - 7:45	10	0	30	40	0	147	12	159	0	0	0	0	12	38	0	50	249
7:45 - 8:00	12	0	39	51	0	146	16	162	0	0	0	0	5	51	0	56	269
8:00 - 8:15	12	0	29	41	0	125	11	136	0	0	0	0	19	57	0	76	253
8:15 - 8:30	4	0	20	24	0	133	4	137	0	0	0	0	3	35	0	38	199
8:30 - 8:45	10	0	9	19	0	139	6	145	0	0	0	0	6	44	0	50	214
8:45 - 9:00	5	0	13	18	0	131	10	141	0	0	0	0	11	52	0	63	222
TOTAL	67	0	173	240	0	1124	67	1191	0	0	0	0	81	360	0	441	1872
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	7	0	9	16	0	75	12	87	0	0	0	0	16	138	0	154	257
4:15 - 4:30	7	0	11	18	0	58	20	78	0	0	0	0	30	150	0	180	276
4:30 - 4:45	5	0	13	18	0	74	17	91	0	0	0	0	22	162	0	184	293
4:45 - 5:00	14	0	5	19	0	79	15	94	0	0	0	0	28	142	0	170	283
5:00 - 5:15	2	0	11	13	0	72	19	91	0	0	0	0	29	167	0	196	300
5:15 - 5:30	10	0	17	27	0	61	17	78	0	0	0	0	34	160	0	194	299
5:30 - 5:45	3	0	17	20	0	69	9	78	0	0	0	0	32	143	0	175	273
5:45 - 6:00	8	0	21	29	0	74	20	94	0	0	0	0	20	157	0	177	300
TOTAL	56	0	104	160	0	562	129	691	0	0	0	0	211	1219	0	1430	2281
GRAND TOTAL	123	0	277	400	0	1686	196	1882	0	0	0	0	292	1579	0	1871	4153

AM PEAK HOUR 7:15 TO 8:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	43	0	118	0	566	43	0	0	0	46	193	0
APPROACH TOTAL		161			609			0			239	
PEAK HOUR FAC.		0.79			0.94			0			0.79	

MID-DAY PEAK HOUR 11:30 TO 12:30

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 4:30 TO 5:30

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	31	0	46	0	286	68	0	0	0	113	631	0
APPROACH TOTAL		77			354			0			744	
PEAK HOUR FAC.		0.71			0.94			0			0.95	

INTERSECTION : CONTROL

UNSIGNALIZED | SIGNALIZED | ACTUATED | PRETIMED | SEMI-ACTUATED

PBS&J

INTERSECTION : Old Peachtree Rd @ SR 20 | PROJECT : Gwinnett Stadium

DATE COUNT : February 5, 2008 | JOB NO. : 100000603

CONDITION : | COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				Old Peachtree Rd WESTBOUND				SR 20 NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	17	134	15	166	8	76	48	132	35	207	22	264	14	11	14	39	601
7:15 - 7:30	19	152	22	193	7	80	67	154	39	294	23	356	17	36	18	71	774
7:30 - 7:45	22	211	12	245	10	79	51	140	31	300	22	353	19	32	21	72	810
7:45 - 8:00	29	194	16	239	9	82	57	148	40	264	20	324	30	27	22	79	790
8:00 - 8:15	30	224	18	272	13	75	63	151	37	245	21	303	21	19	26	66	792
8:15 - 8:30	29	241	17	287	14	66	46	126	45	274	23	342	20	27	18	65	820
8:30 - 8:45	28	289	24	341	9	79	59	147	44	266	24	334	23	16	25	64	886
8:45 - 9:00	25	300	12	337	15	80	47	142	43	250	20	313	36	38	17	91	883
TOTAL	199	1745	136	2080	85	617	438	1140	314	2100	175	2589	180	206	161	547	6356
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	83	289	8	380	13	50	32	95	35	300	10	345	24	105	28	157	977
4:15 - 4:30	74	259	7	340	9	43	38	90	40	294	5	339	35	96	43	174	943
4:30 - 4:45	97	274	7	378	8	38	27	73	47	312	10	369	35	106	28	169	989
4:45 - 5:00	86	255	2	343	10	43	36	89	32	298	10	340	30	115	39	184	956
5:00 - 5:15	81	254	5	340	11	44	50	105	36	341	10	387	44	108	26	178	1010
5:15 - 5:30	89	254	1	344	10	42	41	93	47	333	17	397	36	98	27	161	995
5:30 - 5:45	78	245	3	326	12	52	32	96	54	281	19	354	22	105	21	148	924
5:45 - 6:00	97	286	5	388	12	53	36	101	33	274	14	321	29	102	23	154	964
TOTAL	685	2116	38	2839	85	365	292	742	324	2433	95	2852	255	835	235	1325	7758
GRAND TOTAL	884	3861	174	4919	170	982	730	1882	638	4533	270	5441	435	1041	396	1872	14114

AM PEAK HOUR 8:00 TO 9:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	112	1054	71	51	300	215	169	1035	88	100	100	86
APPROACH TOTAL		1237			566			1292			286	
PEAK HOUR FAC.		0.91			0.94			0.94			0.79	

MID-DAY PEAK HOUR 11:30 TO 12:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 4:30 TO 5:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	353	1037	15	39	167	154	162	1284	47	145	427	120
APPROACH TOTAL		1405			360			1493			692	
PEAK HOUR FAC.		0.93			0.86			0.94			0.94	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : SR 20 @ Tech Center Pkwy
PROJECT : Gwinnett Stadium
DATE COUNT : February 5, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				WESTBOUND				SR 20 NORTHBOUND				Tech Center Pkwy EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	264	9	273	0	0	0	0	3	342	0	345	20	0	4	24	642
7:15 - 7:30	0	335	8	343	0	0	0	0	4	374	0	378	19	0	10	29	750
7:30 - 7:45	0	375	20	395	0	0	0	0	3	332	0	335	18	0	6	24	754
7:45 - 8:00	0	387	36	423	0	0	0	0	4	412	0	416	11	0	6	17	856
8:00 - 8:15	0	310	21	331	0	0	0	0	8	320	0	328	15	0	3	18	677
8:15 - 8:30	0	257	19	276	0	0	0	0	4	336	0	340	15	0	7	22	638
8:30 - 8:45	0	241	9	250	0	0	0	0	3	357	0	360	12	0	6	18	628
8:45 - 9:00	0	260	6	266	0	0	0	0	3	315	0	318	20	0	5	25	609
TOTAL	0	2429	128	2557	0	0	0	0	32	2788	0	2820	130	0	47	177	5554
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	384	18	402	0	0	0	0	3	279	0	282	21	0	9	30	714
4:15 - 4:30	0	334	16	350	0	0	0	0	3	341	0	344	37	0	8	45	739
4:30 - 4:45	0	378	12	390	0	0	0	0	2	352	0	354	23	0	11	34	778
4:45 - 5:00	0	352	13	365	0	0	0	0	3	331	0	334	35	0	13	48	747
5:00 - 5:15	0	394	14	408	0	0	0	0	5	342	0	347	38	0	13	51	806
5:15 - 5:30	0	407	15	422	0	0	0	0	5	340	0	345	52	0	7	59	826
5:30 - 5:45	0	425	23	448	0	0	0	0	4	385	0	389	35	0	12	47	884
5:45 - 6:00	0	411	20	431	0	0	0	0	7	324	0	331	40	0	10	50	812
TOTAL	0	3085	131	3216	0	0	0	0	32	2694	0	2726	281	0	83	364	6306
GRAND TOTAL	0	5514	259	5773	0	0	0	0	64	5482	0	5546	411	0	130	541	11860

AM PEAK HOUR 7:15 TO 8:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	1407	85	0	0	0	19	1438	0	63	0	25
APPROACH TOTAL		1492			0			1457			88	
PEAK HOUR FAC.		0.88			0			0.88			0.76	

MID-DAY PEAK HOUR 11:30 TO 12:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 5:00 TO 6:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	1637	72	0	0	0	21	1391	0	165	0	42
APPROACH TOTAL		1709			0			1412			207	
PEAK HOUR FAC.		0.95			0			0.91			0.88	

INTERSECTION : CONTROL

[ ] UNSIGNALIZED [X] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : Rock Springs Rd @ SR 20 | PROJECT : Gwinnett Stadium

DATE COUNT : February 5, 2008 | JOB NO. : 100000603

CONDITION : | COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				Rock Springs Rd WESTBOUND				SR 20 NORTHBOUND				Rock Springs Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	7	234	26	267	9	6	75	90	10	356	8	374	29	5	12	46	777
7:15 - 7:30	9	289	27	325	15	17	103	135	22	361	2	385	37	4	13	54	899
7:30 - 7:45	13	341	27	381	23	22	88	133	10	339	1	350	51	2	22	75	939
7:45 - 8:00	13	374	27	414	12	11	82	105	20	422	0	442	49	1	25	75	1036
8:00 - 8:15	19	300	18	337	11	12	104	127	15	300	0	315	57	4	19	80	859
8:15 - 8:30	9	264	22	295	6	10	95	111	15	326	2	343	59	3	10	72	821
8:30 - 8:45	11	238	21	270	16	8	55	79	13	368	0	381	32	5	12	49	779
8:45 - 9:00	11	241	13	265	9	11	62	82	10	311	2	323	37	5	11	53	723
TOTAL	92	2281	181	2554	101	97	664	862	115	2783	15	2913	351	29	124	504	6833
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	34	388	22	444	11	7	25	43	19	256	5	280	63	7	9	79	846
4:15 - 4:30	66	325	42	433	9	3	26	38	13	324	11	348	51	11	11	73	892
4:30 - 4:45	50	374	28	452	7	6	20	33	17	341	10	368	62	8	7	77	930
4:45 - 5:00	56	356	43	455	13	5	31	49	14	315	8	337	78	11	13	102	943
5:00 - 5:15	46	388	23	457	8	9	39	56	19	336	9	364	73	12	15	100	977
5:15 - 5:30	63	421	29	513	10	5	37	52	18	361	2	381	85	7	8	100	1046
5:30 - 5:45	76	431	24	531	9	5	32	46	13	374	7	394	54	18	11	83	1054
5:45 - 6:00	82	428	12	522	4	5	45	54	14	315	18	347	66	9	9	84	1007
TOTAL	473	3111	223	3807	71	45	255	371	127	2622	70	2819	532	83	83	698	7695
GRAND TOTAL	565	5392	404	6361	172	142	919	1233	242	5405	85	5732	883	112	207	1202	14528

AM PEAK HOUR 7:15 TO 8:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	54	1304	99	61	62	377	67	1422	3	194	11	79
APPROACH TOTAL		1457			500			1492			284	
PEAK HOUR FAC.		0.88			0.93			0.84			0.89	

MID-DAY PEAK HOUR 11:30 TO 12:30

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 5:00 TO 6:00

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	267	1668	88	31	24	153	64	1386	36	278	46	43
APPROACH TOTAL		2023			208			1486			367	
PEAK HOUR FAC.		0.95			0.93			0.94			0.92	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : Tech Center Pkwy @ Tech Center Dr
PROJECT : Gwinnett Stadium
DATE COUNT : February 5, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	Tech Center Dr SOUTHBOUND				Tech Center Pkwy WESTBOUND				NORTHBOUND				Tech Center Pkwy EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	11	0	11	0	0	0	0	4	25	0	29	40
7:15 - 7:30	0	0	0	0	0	12	3	15	0	0	0	0	4	26	0	30	45
7:30 - 7:45	0	0	3	3	0	23	0	23	0	0	0	0	11	18	0	29	55
7:45 - 8:00	1	0	13	14	0	43	0	43	0	0	0	0	22	15	0	37	94
8:00 - 8:15	1	0	16	17	0	24	4	28	0	0	0	0	22	19	0	41	86
8:15 - 8:30	0	0	3	3	0	22	2	24	0	0	0	0	2	17	0	19	46
8:30 - 8:45	0	0	1	1	0	9	0	9	0	0	0	0	2	17	0	19	29
8:45 - 9:00	0	0	1	1	0	11	1	12	0	0	0	0	3	22	0	25	38
TOTAL	2	0	37	39	0	155	10	165	0	0	0	0	70	159	0	229	433
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	4	0	4	8	0	27	2	29	0	0	0	0	5	27	0	32	69
4:15 - 4:30	0	0	6	6	0	16	2	18	0	0	0	0	1	35	0	36	60
4:30 - 4:45	1	0	8	9	0	14	1	15	0	0	0	0	8	28	0	36	60
4:45 - 5:00	0	0	4	4	0	19	1	20	0	0	0	0	3	45	0	48	72
5:00 - 5:15	1	0	4	5	0	14	3	17	0	0	0	0	5	46	0	51	73
5:15 - 5:30	1	0	3	4	0	23	4	27	0	0	0	0	8	59	0	67	98
5:30 - 5:45	1	0	9	10	0	27	2	29	0	0	0	0	7	36	0	43	82
5:45 - 6:00	1	0	8	9	0	28	3	31	0	0	0	0	7	46	0	53	93
TOTAL	9	0	46	55	0	168	18	186	0	0	0	0	44	322	0	366	607
GRAND TOTAL	11	0	83	94	0	323	28	351	0	0	0	0	114	481	0	595	1040

AM PEAK HOUR 7:30 TO 8:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	2	0	35	0	112	6	0	0	0	57	69	0
APPROACH TOTAL		37			118			0			126	
PEAK HOUR FAC.		0.54			0.69			0			0.77	

MID-DAY PEAK HOUR 11:30 TO 12:30

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 5:00 TO 6:00

	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	4	0	24	0	92	12	0	0	0	27	187	0
APPROACH TOTAL		28			104			0			214	
PEAK HOUR FAC.		0.7			0.84			0			0.8	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : Tech Center Dr @ Rock Springs Rd
PROJECT : Gwinnett Stadium
DATE COUNT : February 5, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	SOUTHBOUND				Rock Springs Rd WESTBOUND				Tech Center Dr NORTHBOUND				Rock Springs Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	42	0	42	1	0	3	4	0	44	0	44	90
7:15 - 7:30	0	0	0	0	0	63	0	63	4	0	0	4	0	41	0	41	108
7:30 - 7:45	0	0	0	0	1	63	0	64	8	0	5	13	0	77	2	79	156
7:45 - 8:00	0	0	0	0	2	53	0	55	18	0	2	20	0	70	12	82	157
8:00 - 8:15	0	0	0	0	4	50	0	54	25	0	3	28	0	71	12	83	165
8:15 - 8:30	0	0	0	0	1	30	0	31	4	0	0	4	0	55	3	58	93
8:30 - 8:45	0	0	0	0	0	38	0	38	0	0	2	2	0	49	1	50	90
8:45 - 9:00	0	0	0	0	0	30	0	30	4	0	0	4	0	43	1	44	78
TOTAL	0	0	0	0	8	369	0	377	64	0	15	79	0	450	31	481	937
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	51	0	51	4	0	4	8	0	69	8	77	136
4:15 - 4:30	0	0	0	0	3	57	0	60	3	0	0	3	0	60	4	64	127
4:30 - 4:45	0	0	0	0	2	40	0	42	4	0	4	8	0	86	6	92	142
4:45 - 5:00	0	0	0	0	1	68	0	69	4	0	2	6	0	69	4	73	148
5:00 - 5:15	0	0	0	0	2	56	0	58	4	0	3	7	0	99	2	101	166
5:15 - 5:30	0	0	0	0	1	77	0	78	9	0	4	13	0	90	3	93	184
5:30 - 5:45	0	0	0	0	3	62	0	65	5	0	4	9	0	82	5	87	161
5:45 - 6:00	0	0	0	0	0	58	0	58	5	0	4	9	0	85	10	95	162
TOTAL	0	0	0	0	12	469	0	481	38	0	25	63	0	640	42	682	1226
GRAND TOTAL	0	0	0	0	20	838	0	858	102	0	40	142	0	1090	73	1163	2163

AM PEAK HOUR 7:15 TO 8:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	7	229	0	55	0	10	0	259	26
APPROACH TOTAL		0			236			65			285	
PEAK HOUR FAC.		0			0.92			0.58			0.86	

MID-DAY PEAK HOUR 11:30 TO 12:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

PM PEAK HOUR 5:00 TO 6:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	6	253	0	23	0	15	0	356	20
APPROACH TOTAL		0			259			38			376	
PEAK HOUR FAC.		0			0.83			0.73			0.93	

INTERSECTION : CONTROL

[ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 NB to SR 20 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	5	0	3	0	11	0	4	-	23	23
2:00 AM	0	9	0	3	0	8	0	3	-	23	23
3:00 AM	0	14	0	7	0	12	0	19	-	52	52
4:00 AM	0	13	0	11	0	8	0	4	-	36	36
5:00 AM	0	4	0	3	0	11	0	13	-	31	31
6:00 AM	0	19	0	22	0	17	0	25	-	83	83
7:00 AM	0	31	0	37	0	22	0	26	-	116	116
8:00 AM	0	24	0	29	0	31	0	35	-	119	119
9:00 AM	0	32	0	41	0	33	0	24	-	130	130
10:00 AM	0	24	0	31	0	40	0	46	-	141	141
11:00 AM	0	42	0	47	0	37	0	32	-	158	158
12:00 PM	0	46	0	41	0	40	0	60	-	187	187
1:00 PM	0	48	0	52	0	50	0	59	-	209	209
2:00 PM	0	48	0	56	0	56	0	58	-	218	218
3:00 PM	0	60	0	92	0	56	0	75	-	283	283
4:00 PM	0	90	0	116	0	98	0	76	-	380	380
5:00 PM	0	116	0	154	0	132	0	172	-	574	574
6:00 PM	0	152	0	164	0	156	0	145	-	617	617
7:00 PM	0	151	0	143	0	153	0	121	-	568	568
8:00 PM	0	132	0	103	0	81	0	69	-	385	385
9:00 PM	0	88	0	71	0	65	0	81	-	305	305
10:00 PM	0	73	0	55	0	63	0	53	-	244	244
11:00 PM	0	44	0	25	0	13	0	17	-	99	99
12:00 AM	0	21	0	13	0	9	0	11	-	54	54
Total	-	1,286	-	1,319	-	1,202	-	1,228	-	5,035	5,035

Twenty-Four Hour Volume: **5,035** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***187*** **Is** ***3.7%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***4:45 PM*** **TO** ***5:45 PM***
Volume of ***644*** **Is** ***12.8%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Friday*
Date of Count: *8-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 NB to I-85 NB

Hour Ending	1st		2nd		3rd		4th		Total		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	TOTAL
1:00 AM	6	0	14	0	10	0	4	0	34	-	34
2:00 AM	6	0	6	0	10	0	1	0	23	-	23
3:00 AM	7	0	6	0	4	0	6	0	23	-	23
4:00 AM	2	0	6	0	1	0	2	0	11	-	11
5:00 AM	5	0	6	0	4	0	2	0	17	-	17
6:00 AM	6	0	6	0	10	0	6	0	28	-	28
7:00 AM	17	0	12	0	16	0	13	0	58	-	58
8:00 AM	17	0	38	0	38	0	50	0	143	-	143
9:00 AM	55	0	46	0	46	0	78	0	225	-	225
10:00 AM	40	0	40	0	52	0	40	0	172	-	172
11:00 AM	32	0	42	0	36	0	24	0	134	-	134
12:00 PM	32	0	28	0	27	0	24	0	111	-	111
1:00 PM	37	0	34	0	28	0	22	0	121	-	121
2:00 PM	36	0	30	0	26	0	24	0	116	-	116
3:00 PM	36	0	28	0	33	0	36	0	133	-	133
4:00 PM	33	0	37	0	42	0	47	0	159	-	159
5:00 PM	34	0	58	0	48	0	56	0	196	-	196
6:00 PM	58	0	87	0	70	0	70	0	285	-	285
7:00 PM	60	0	96	0	89	0	62	0	307	-	307
8:00 PM	78	0	65	0	60	0	48	0	251	-	251
9:00 PM	42	0	53	0	21	0	26	0	142	-	142
10:00 PM	20	0	26	0	37	0	42	0	125	-	125
11:00 PM	26	0	27	0	24	0	18	0	95	-	95
12:00 AM	7	0	20	0	16	0	14	0	57	-	57
Total	692	-	811	-	748	-	715	-	2,966	-	2,966

Twenty-Four Hour Volume: **2,966** **Vehicles Per Day**

A.M. Peak Hour Is From ***8:00 AM*** **TO** ***9:00 AM***
Volume of ***225*** **Is** ***7.6%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***6:15 PM*** **TO** ***7:15 PM***
Volume of ***325*** **Is** ***11.0%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 SB to I-85 NB

Hour Ending	1st		2nd		3rd		4th		Total		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	TOTAL
1:00 AM	0	14	0	10	0	7	0	5	-	36	36
2:00 AM	0	7	0	7	0	14	0	8	-	36	36
3:00 AM	0	4	0	8	0	3	0	0	-	15	15
4:00 AM	0	4	0	0	0	9	0	2	-	15	15
5:00 AM	0	0	0	1	0	5	0	0	-	6	6
6:00 AM	0	2	0	1	0	4	0	1	-	8	8
7:00 AM	0	9	0	2	0	8	0	12	-	31	31
8:00 AM	0	18	0	30	0	37	0	40	-	125	125
9:00 AM	0	36	0	48	0	47	0	48	-	179	179
10:00 AM	0	31	0	28	0	44	0	46	-	149	149
11:00 AM	0	40	0	34	0	52	0	32	-	158	158
12:00 PM	0	44	0	50	0	44	0	36	-	174	174
1:00 PM	0	54	0	48	0	42	0	55	-	199	199
2:00 PM	0	66	0	53	0	50	0	74	-	243	243
3:00 PM	0	65	0	64	0	72	0	80	-	281	281
4:00 PM	0	67	0	78	0	78	0	68	-	291	291
5:00 PM	0	83	0	86	0	78	0	68	-	315	315
6:00 PM	0	80	0	96	0	90	0	80	-	346	346
7:00 PM	0	83	0	94	0	88	0	83	-	348	348
8:00 PM	0	92	0	100	0	90	0	74	-	356	356
9:00 PM	0	92	0	77	0	79	0	66	-	314	314
10:00 PM	0	82	0	72	0	68	0	60	-	282	282
11:00 PM	0	69	0	65	0	55	0	36	-	225	225
12:00 AM	0	28	0	20	0	28	0	19	-	95	95
Total	-	1,070	-	1,072	-	1,092	-	993	-	4,227	4,227

Twenty-Four Hour Volume: **4,227** **Vehicles Per Day**

A.M. Peak Hour Is From ***8:00 AM*** **TO** ***9:00 AM***
Volume of ***179*** **Is** ***4.2%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***6:45 PM*** **TO** ***7:45 PM***
Volume of ***365*** **Is** ***8.6%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 NB to SR 20 NB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	12	0	12	0	12	0	4	0	40	-	40
2:00 AM	9	0	6	0	4	0	8	0	27	-	27
3:00 AM	6	0	4	0	3	0	1	0	14	-	14
4:00 AM	8	0	6	0	6	0	4	0	24	-	24
5:00 AM	6	0	8	0	7	0	6	0	27	-	27
6:00 AM	7	0	16	0	14	0	20	0	57	-	57
7:00 AM	24	0	20	0	34	0	42	0	120	-	120
8:00 AM	30	0	26	0	31	0	68	0	155	-	155
9:00 AM	52	0	53	0	54	0	72	0	231	-	231
10:00 AM	63	0	80	0	96	0	104	0	343	-	343
11:00 AM	80	0	82	0	94	0	91	0	347	-	347
12:00 PM	102	0	104	0	131	0	123	0	460	-	460
1:00 PM	122	0	136	0	116	0	144	0	518	-	518
2:00 PM	124	0	124	0	119	0	130	0	497	-	497
3:00 PM	128	0	122	0	122	0	131	0	503	-	503
4:00 PM	129	0	145	0	182	0	160	0	616	-	616
5:00 PM	148	0	134	0	156	0	174	0	612	-	612
6:00 PM	169	0	190	0	188	0	148	0	695	-	695
7:00 PM	146	0	139	0	154	0	142	0	581	-	581
8:00 PM	100	0	130	0	100	0	91	0	421	-	421
9:00 PM	79	0	69	0	66	0	55	0	269	-	269
10:00 PM	42	0	46	0	44	0	36	0	168	-	168
11:00 PM	46	0	42	0	33	0	21	0	142	-	142
12:00 AM	32	0	15	0	22	0	16	0	85	-	85
Total	1,664	-	1,709	-	1,788	-	1,791	-	6,952	-	6,952

Twenty-Four Hour Volume: **6,952** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***460*** **Is** ***6.6%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***4:45 PM*** **TO** ***5:45 PM***
Volume of ***721*** **Is** ***10.4%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 SB to SR 20 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	10	0	2	0	4	0	8	-	24	24
2:00 AM	0	4	0	6	0	4	0	7	-	21	21
3:00 AM	0	16	0	3	0	7	0	4	-	30	30
4:00 AM	0	4	0	2	0	1	0	6	-	13	13
5:00 AM	0	1	0	6	0	12	0	1	-	20	20
6:00 AM	0	4	0	6	0	4	0	9	-	23	23
7:00 AM	0	14	0	13	0	16	0	32	-	75	75
8:00 AM	0	30	0	58	0	68	0	56	-	212	212
9:00 AM	0	68	0	84	0	92	0	93	-	337	337
10:00 AM	0	76	0	64	0	70	0	48	-	258	258
11:00 AM	0	60	0	41	0	48	0	25	-	174	174
12:00 PM	0	16	0	36	0	36	0	32	-	120	120
1:00 PM	0	28	0	18	0	28	0	26	-	100	100
2:00 PM	0	30	0	26	0	20	0	29	-	105	105
3:00 PM	0	19	0	28	0	40	0	24	-	111	111
4:00 PM	0	29	0	38	0	40	0	38	-	145	145
5:00 PM	0	34	0	31	0	48	0	41	-	154	154
6:00 PM	0	36	0	32	0	33	0	40	-	141	141
7:00 PM	0	32	0	55	0	39	0	56	-	182	182
8:00 PM	0	40	0	40	0	42	0	29	-	151	151
9:00 PM	0	34	0	38	0	18	0	24	-	114	114
10:00 PM	0	34	0	26	0	18	0	24	-	102	102
11:00 PM	0	20	0	22	0	25	0	20	-	87	87
12:00 AM	0	14	0	14	0	12	0	8	-	48	48
Total	-	653	-	689	-	725	-	680	-	2,747	2,747

Twenty-Four Hour Volume: **2,747** **Vehicles Per Day**

A.M. Peak Hour Is From ***8:15 AM*** **TO** ***9:15 AM***
Volume of ***345*** **Is** ***12.6%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***6:15 PM*** **TO** ***7:15 PM***
Volume of ***190*** **Is** ***6.9%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 NB Ramp to I-85 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	8	0	7	0	6	0	6	0	27	-	27
2:00 AM	6	0	4	0	12	0	8	0	30	-	30
3:00 AM	6	0	5	0	4	0	5	0	20	-	20
4:00 AM	8	0	8	0	8	0	10	0	34	-	34
5:00 AM	9	0	7	0	14	0	24	0	54	-	54
6:00 AM	29	0	59	0	71	0	112	0	271	-	271
7:00 AM	148	0	163	0	152	0	166	0	629	-	629
8:00 AM	152	0	187	0	180	0	186	0	705	-	705
9:00 AM	174	0	168	0	150	0	134	0	626	-	626
10:00 AM	78	0	96	0	90	0	90	0	354	-	354
11:00 AM	78	0	76	0	54	0	54	0	262	-	262
12:00 PM	66	0	41	0	62	0	52	0	221	-	221
1:00 PM	58	0	52	0	48	0	44	0	202	-	202
2:00 PM	54	0	40	0	49	0	61	0	204	-	204
3:00 PM	50	0	46	0	40	0	40	0	176	-	176
4:00 PM	46	0	56	0	65	0	57	0	224	-	224
5:00 PM	52	0	56	0	36	0	40	0	184	-	184
6:00 PM	48	0	66	0	70	0	52	0	236	-	236
7:00 PM	42	0	40	0	46	0	32	0	160	-	160
8:00 PM	46	0	38	0	32	0	18	0	134	-	134
9:00 PM	23	0	19	0	21	0	20	0	83	-	83
10:00 PM	26	0	28	0	20	0	15	0	89	-	89
11:00 PM	18	0	18	0	14	0	11	0	61	-	61
12:00 AM	14	0	11	0	10	0	8	0	43	-	43
Total	1,239	-	1,291	-	1,254	-	1,245	-	5,029	-	5,029

Twenty-Four Hour Volume: **5,029** **Vehicles Per Day**

A.M. Peak Hour Is From ***7:15 AM*** **TO** ***8:15 AM***
Volume of ***727*** **Is** ***14.5%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:00 PM*** **TO** ***6:00 PM***
Volume of ***236*** **Is** ***4.7%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

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Twenty-Four Hour Traffic Count

Location: SR 20 SB to I-85 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	2	0	0	0	2	0	2	-	6	6
2:00 AM	0	0	0	0	0	2	0	2	-	4	4
3:00 AM	0	7	0	1	0	0	0	0	-	8	8
4:00 AM	0	0	0	0	0	0	0	1	-	1	1
5:00 AM	0	1	0	2	0	0	0	0	-	3	3
6:00 AM	0	12	0	8	0	8	0	8	-	36	36
7:00 AM	0	36	0	50	0	54	0	36	-	176	176
8:00 AM	0	62	0	44	0	68	0	28	-	202	202
9:00 AM	0	54	0	52	0	27	0	22	-	155	155
10:00 AM	0	16	0	22	0	28	0	33	-	99	99
11:00 AM	0	31	0	26	0	25	0	16	-	98	98
12:00 PM	0	10	0	24	0	6	0	38	-	78	78
1:00 PM	0	43	0	51	0	62	0	36	-	192	192
2:00 PM	0	61	0	36	0	28	0	20	-	145	145
3:00 PM	0	33	0	26	0	39	0	54	-	152	152
4:00 PM	0	22	0	26	0	22	0	24	-	94	94
5:00 PM	0	10	0	10	0	42	0	19	-	81	81
6:00 PM	0	22	0	27	0	10	0	40	-	99	99
7:00 PM	0	16	0	36	0	24	0	32	-	108	108
8:00 PM	0	39	0	30	0	27	0	40	-	136	136
9:00 PM	0	57	0	58	0	52	0	33	-	200	200
10:00 PM	0	42	0	45	0	38	0	13	-	138	138
11:00 PM	0	7	0	4	0	2	0	0	-	13	13
12:00 AM	0	4	0	2	0	4	0	0	-	10	10
Total	-	587	-	580	-	570	-	497	-	2,234	2,234

Twenty-Four Hour Volume: **2,234** **Vehicles Per Day**

A.M. Peak Hour Is From ***6:45 AM*** **TO** ***7:45 AM***
Volume of ***210*** **Is** ***9.4%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***12:15 PM*** **TO** ***1:15 PM***
Volume of ***210*** **Is** ***9.4%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 SB Off-Ramp to SR 20 NB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	11	0	6	0	8	0	10	-	35	35
2:00 AM	0	8	0	12	0	6	0	6	-	32	32
3:00 AM	0	1	0	8	0	4	0	7	-	20	20
4:00 AM	0	4	0	2	0	5	0	6	-	17	17
5:00 AM	0	6	0	4	0	5	0	18	-	33	33
6:00 AM	0	8	0	29	0	24	0	44	-	105	105
7:00 AM	0	24	0	41	0	48	0	40	-	153	153
8:00 AM	0	39	0	48	0	62	0	60	-	209	209
9:00 AM	0	62	0	50	0	65	0	74	-	251	251
10:00 AM	0	56	0	90	0	78	0	87	-	311	311
11:00 AM	0	66	0	82	0	72	0	73	-	293	293
12:00 PM	0	82	0	83	0	66	0	74	-	305	305
1:00 PM	0	70	0	80	0	72	0	78	-	300	300
2:00 PM	0	90	0	72	0	69	0	78	-	309	309
3:00 PM	0	58	0	59	0	84	0	80	-	281	281
4:00 PM	0	55	0	70	0	62	0	72	-	259	259
5:00 PM	0	88	0	76	0	88	0	81	-	333	333
6:00 PM	0	79	0	100	0	80	0	74	-	333	333
7:00 PM	0	84	0	84	0	84	0	92	-	344	344
8:00 PM	0	60	0	57	0	34	0	45	-	196	196
9:00 PM	0	32	0	53	0	32	0	25	-	142	142
10:00 PM	0	22	0	19	0	27	0	22	-	90	90
11:00 PM	0	14	0	17	0	9	0	18	-	58	58
12:00 AM	0	7	0	4	0	13	0	6	-	30	30
Total	-	1,026	-	1,146	-	1,097	-	1,170	-	4,439	4,439

Twenty-Four Hour Volume: **4,439** **Vehicles Per Day**

A.M. Peak Hour Is From ***9:15 AM*** **TO** ***10:15 AM***
Volume of ***321*** **Is** ***7.2%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***4:30 PM*** **TO** ***5:30 PM***
Volume of ***348*** **Is** ***7.8%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *11-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Rock Springs Rd, west of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
1:00 AM	5	4	3	5	4	7	2	2	14	18	32
2:00 AM	3	6	2	2	5	4	2	2	12	14	26
3:00 AM	1	3	2	2	0	2	2	0	5	7	12
4:00 AM	0	2	4	1	3	4	4	4	11	11	22
5:00 AM	2	5	0	4	4	1	7	3	13	13	26
6:00 AM	9	4	9	9	10	4	27	23	55	40	95
7:00 AM	22	18	31	31	46	36	49	33	148	118	266
8:00 AM	42	47	44	58	68	71	100	81	254	257	511
9:00 AM	87	73	64	38	51	40	46	33	248	184	432
10:00 AM	43	35	32	28	42	19	33	22	150	104	254
11:00 AM	32	21	31	25	26	21	20	29	109	96	205
12:00 PM	26	23	27	21	44	18	47	36	144	98	242
1:00 PM	32	32	47	32	46	24	47	42	172	130	302
2:00 PM	54	52	30	27	37	32	25	28	146	139	285
3:00 PM	49	44	48	47	49	45	51	60	197	196	393
4:00 PM	69	55	53	51	53	40	45	39	220	185	405
5:00 PM	62	53	74	42	72	60	75	60	283	215	498
6:00 PM	83	66	91	54	86	52	87	64	347	236	583
7:00 PM	82	76	75	53	71	62	69	63	297	254	551
8:00 PM	56	54	38	53	52	59	29	62	175	228	403
9:00 PM	35	36	27	45	37	43	24	49	123	173	296
10:00 PM	20	48	31	50	22	40	25	26	98	164	262
11:00 PM	19	32	11	24	9	18	8	12	47	86	133
12:00 AM	6	10	7	14	5	8	3	3	21	35	56
Total	839	799	781	716	842	710	827	776	3,289	3,001	6,290

Twenty-Four Hour Volume: **6,290** **Vehicles Per Day**

A.M. Peak Hour Is From ***7:30 AM*** **TO** ***8:30 AM***
Volume of ***582*** **Is** ***9.3%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:15 PM*** **TO** ***6:15 PM***
Volume of ***592*** **Is** ***9.4%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	55%	45%
PM Directional Distribution	58%	42%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

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Twenty-Four Hour Traffic Count

Location: Rock Springs Rd, east of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TOTAL
1:00 AM	10	2	7	3	5	2	4	3	26	10	36
2:00 AM	5	2	3	5	5	2	3	1	16	10	26
3:00 AM	3	1	2	0	2	0	0	3	7	4	11
4:00 AM	2	2	3	2	0	1	0	5	5	10	15
5:00 AM	1	4	2	3	1	5	3	11	7	23	30
6:00 AM	3	7	6	20	0	26	12	56	21	109	130
7:00 AM	10	59	8	77	12	81	8	96	38	313	351
8:00 AM	15	112	14	121	14	124	17	124	60	481	541
9:00 AM	21	114	15	101	16	85	15	73	67	373	440
10:00 AM	23	45	14	57	18	54	16	46	71	202	273
11:00 AM	25	29	23	33	28	35	28	24	104	121	225
12:00 PM	22	35	19	28	19	19	27	43	87	125	212
1:00 PM	20	24	30	35	31	29	31	32	112	120	232
2:00 PM	40	30	37	37	36	30	30	43	143	140	283
3:00 PM	36	27	39	32	41	38	36	43	152	140	292
4:00 PM	50	46	51	35	47	35	53	33	201	149	350
5:00 PM	75	40	67	33	62	44	74	30	278	147	425
6:00 PM	69	48	88	52	100	60	86	45	343	205	548
7:00 PM	76	45	75	37	77	49	65	53	293	184	477
8:00 PM	70	29	70	35	61	25	49	30	250	119	369
9:00 PM	44	15	40	21	36	28	50	20	170	84	254
10:00 PM	48	14	44	27	38	15	42	17	172	73	245
11:00 PM	27	12	37	16	22	15	19	11	105	54	159
12:00 AM	14	6	10	1	15	5	6	3	45	15	60
Total	709	748	704	811	686	807	674	845	2,773	3,211	5,984

Twenty-Four Hour Volume: **5,984** **Vehicles Per Day**

A.M. Peak Hour Is From ***7:15 AM*** **TO** ***8:15 AM***
Volume of ***549*** **Is** ***9.2%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:15 PM*** **TO** ***6:15 PM***
Volume of ***552*** **Is** ***9.2%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	12%	88%
PM Directional Distribution	63%	37%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Old Peachtree Rd, west of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TOTAL
1:00 AM	13	4	9	1	11	1	13	3	46	9	55
2:00 AM	8	1	4	3	7	6	4	0	23	10	33
3:00 AM	4	0	4	1	3	0	4	2	15	3	18
4:00 AM	2	3	2	2	0	3	2	8	6	16	22
5:00 AM	1	2	3	10	8	24	5	19	17	55	72
6:00 AM	8	24	9	36	9	57	13	74	39	191	230
7:00 AM	29	92	24	104	28	151	51	130	132	477	609
8:00 AM	42	117	64	140	68	144	77	135	251	536	787
9:00 AM	67	118	64	144	72	160	88	163	291	585	876
10:00 AM	105	145	62	79	62	62	45	68	274	354	628
11:00 AM	44	50	48	56	51	48	54	60	197	214	411
12:00 PM	40	57	52	60	59	76	80	69	231	262	493
1:00 PM	88	60	71	55	59	62	72	95	290	272	562
2:00 PM	73	56	69	87	91	71	74	74	307	288	595
3:00 PM	80	74	87	81	80	82	113	92	360	329	689
4:00 PM	107	90	111	82	139	99	137	93	494	364	858
5:00 PM	108	83	145	76	130	86	128	87	511	332	843
6:00 PM	144	103	157	96	151	83	152	108	604	390	994
7:00 PM	162	134	134	109	115	141	113	138	524	522	1,046
8:00 PM	110	93	86	79	94	55	76	70	366	297	663
9:00 PM	65	58	158	55	145	60	66	51	434	224	658
10:00 PM	57	39	49	32	38	37	37	29	181	137	318
11:00 PM	36	31	18	36	8	24	15	9	77	100	177
12:00 AM	14	14	17	7	18	11	10	8	59	40	99
Total	1,407	1,448	1,447	1,431	1,446	1,543	1,429	1,585	5,729	6,007	11,736

Twenty-Four Hour Volume: **11,736** **Vehicles Per Day**

A.M. Peak Hour Is From ***8:15 AM*** **TO** ***9:15 AM***
Volume of ***941*** **Is** ***8.0%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:45 PM*** **TO** ***6:45 PM***
Volume of ***1,055*** **Is** ***9.0%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	35%	65%
PM Directional Distribution	53%	47%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Old Peachtree Rd, east of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TOTAL
1:00 AM	18	4	19	3	7	0	9	5	53	12	65
2:00 AM	4	6	7	4	4	2	2	1	17	13	30
3:00 AM	5	4	4	5	1	1	3	0	13	10	23
4:00 AM	3	2	4	4	1	4	0	6	8	16	24
5:00 AM	2	5	7	8	4	22	5	21	18	56	74
6:00 AM	2	23	7	49	1	84	14	117	24	273	297
7:00 AM	14	122	17	145	22	146	33	123	86	536	622
8:00 AM	30	149	63	145	56	126	75	146	224	566	790
9:00 AM	49	126	56	165	49	129	52	135	206	555	761
10:00 AM	53	108	37	98	35	114	38	70	163	390	553
11:00 AM	34	74	43	74	57	69	44	70	178	287	465
12:00 PM	48	70	57	59	56	65	62	80	223	274	497
1:00 PM	67	70	88	63	71	54	73	78	299	265	564
2:00 PM	85	72	72	66	88	71	98	55	343	264	607
3:00 PM	89	60	117	50	112	69	127	72	445	251	696
4:00 PM	125	85	131	68	139	81	131	79	526	313	839
5:00 PM	161	61	168	65	161	79	175	77	665	282	947
6:00 PM	178	66	226	82	200	86	203	64	807	298	1,105
7:00 PM	167	119	191	76	175	78	170	72	703	345	1,048
8:00 PM	156	88	150	67	122	47	121	61	549	263	812
9:00 PM	112	45	110	44	72	33	94	35	388	157	545
10:00 PM	76	19	84	26	70	21	60	24	290	90	380
11:00 PM	77	32	41	23	39	34	34	11	191	100	291
12:00 AM	21	17	23	9	26	12	21	10	91	48	139
Total	1,576	1,427	1,722	1,398	1,568	1,427	1,644	1,412	6,510	5,664	12,174

Twenty-Four Hour Volume: **12,174** **Vehicles Per Day**

A.M. Peak Hour Is From ***7:30 AM*** **TO** ***8:30 AM***
Volume of ***799*** **Is** ***6.6%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:15 PM*** **TO** ***6:15 PM***
Volume of ***1,147*** **Is** ***9.4%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	30%	70%
PM Directional Distribution	69%	31%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

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Twenty-Four Hour Traffic Count

Location: SR 20, south of Rock Springs Rd

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	23	58	33	48	15	44	21	40	92	190	282
2:00 AM	16	39	16	41	16	28	11	30	59	138	197
3:00 AM	11	26	18	21	16	22	12	21	57	90	147
4:00 AM	14	16	15	12	25	10	34	9	88	47	135
5:00 AM	12	4	19	16	47	14	58	20	136	54	190
6:00 AM	60	9	74	16	120	28	158	26	412	79	491
7:00 AM	178	52	229	49	278	60	309	102	994	263	1,257
8:00 AM	266	122	357	147	341	233	322	215	1,286	717	2,003
9:00 AM	326	248	332	282	316	308	314	344	1,288	1,182	2,470
10:00 AM	280	305	256	260	266	266	296	229	1,098	1,060	2,158
11:00 AM	270	232	240	231	257	212	267	211	1,034	886	1,920
12:00 PM	271	236	272	220	286	219	278	202	1,107	877	1,984
1:00 PM	267	202	296	235	304	206	284	204	1,151	847	1,998
2:00 PM	235	231	282	254	260	238	280	248	1,057	971	2,028
3:00 PM	250	248	219	262	241	252	303	294	1,013	1,056	2,069
4:00 PM	276	249	314	250	307	256	322	300	1,219	1,055	2,274
5:00 PM	345	314	333	319	353	307	342	319	1,373	1,259	2,632
6:00 PM	390	310	394	334	354	292	330	352	1,468	1,288	2,756
7:00 PM	332	332	298	392	264	350	213	314	1,107	1,388	2,495
8:00 PM	214	352	180	345	161	290	184	260	739	1,247	1,986
9:00 PM	167	275	138	244	127	238	107	193	539	950	1,489
10:00 PM	122	207	137	213	116	224	108	180	483	824	1,307
11:00 PM	102	174	66	220	68	189	54	140	290	723	1,013
12:00 AM	46	119	48	92	38	94	22	64	154	369	523
Total	4,473	4,360	4,566	4,503	4,576	4,380	4,629	4,317	18,244	17,560	35,804

Twenty-Four Hour Volume: **35,804** **Vehicles Per Day**

A.M. Peak Hour Is From ***8:15 AM*** **TO** ***9:15 AM***
Volume of ***2,481*** **Is** ***6.9%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:00 PM*** **TO** ***6:00 PM***
Volume of ***2,756*** **Is** ***7.7%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	50%	50%
PM Directional Distribution	53%	47%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Thursday*
Date of Count: *7-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

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Twenty-Four Hour Traffic Count

Location: SR 20, north of Rock Springs Rd

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	28	71	35	52	23	34	23	35	109	192	301
2:00 AM	21	37	22	24	30	36	26	24	99	121	220
3:00 AM	12	19	14	10	14	16	16	14	56	59	115
4:00 AM	22	3	20	18	22	12	34	26	98	59	157
5:00 AM	23	12	26	21	48	24	65	39	162	96	258
6:00 AM	76	50	124	54	170	80	235	114	605	298	903
7:00 AM	292	146	351	189	363	256	438	270	1,444	861	2,305
8:00 AM	463	255	482	314	465	364	542	404	1,952	1,337	3,289
9:00 AM	440	326	477	285	444	266	417	270	1,778	1,147	2,925
10:00 AM	338	260	393	272	366	204	340	231	1,437	967	2,404
11:00 AM	258	225	313	240	320	268	288	230	1,179	963	2,142
12:00 PM	314	211	291	277	332	226	348	274	1,285	988	2,273
1:00 PM	322	282	316	290	331	284	334	316	1,303	1,172	2,475
2:00 PM	310	320	294	314	300	306	340	356	1,244	1,296	2,540
3:00 PM	302	312	293	344	325	349	304	372	1,224	1,377	2,601
4:00 PM	305	390	334	400	347	392	371	406	1,357	1,588	2,945
5:00 PM	344	432	406	426	422	455	414	466	1,586	1,779	3,365
6:00 PM	440	478	490	530	472	522	434	524	1,836	2,054	3,890
7:00 PM	404	522	378	486	364	436	357	415	1,503	1,859	3,362
8:00 PM	322	396	280	364	232	341	198	322	1,032	1,423	2,455
9:00 PM	169	348	172	315	220	272	158	270	719	1,205	1,924
10:00 PM	122	274	167	312	144	269	111	190	544	1,045	1,589
11:00 PM	92	176	104	151	82	106	56	96	334	529	863
12:00 AM	52	91	52	87	38	72	32	49	174	299	473
Total	5,471	5,636	5,834	5,775	5,874	5,590	5,881	5,713	23,060	22,714	45,774

Twenty-Four Hour Volume: **45,774** **Vehicles Per Day**

A.M. Peak Hour Is From ***7:15 AM*** **TO** ***8:15 AM***
Volume of ***3,337*** **Is** ***7.3%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:15 PM*** **TO** ***6:15 PM***
Volume of ***3,898*** **Is** ***8.5%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	58%	42%
PM Directional Distribution	46%	54%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Wednesday*
Date of Count: *6-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *12-Feb-08*

PBS&J

INTERSECTION : Old Peachtree Rd @ Rock Springs Rd
PROJECT : Gwinnett Stadium
DATE COUNT : February 9, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	Rock Springs Rd SOUTHBOUND				Old Peachtree Rd WESTBOUND				NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	5	0	41	46	0	52	9	61	0	0	0	0	52	88	0	140	247
11:45 - 12:00	2	0	60	62	0	80	5	85	0	0	0	0	56	101	0	157	304
12:00 - 12:15	5	0	62	67	0	59	14	73	0	0	0	0	59	109	0	168	308
12:15 - 12:30	4	0	52	56	0	92	12	104	0	0	0	0	69	94	0	163	323
12:30 - 12:45	1	0	54	55	0	82	10	92	0	0	0	0	54	83	0	137	284
12:45 - 1:00	4	0	65	69	0	90	9	99	0	0	0	0	61	98	0	159	327
1:00 - 1:15	3	0	56	59	0	89	5	94	0	0	0	0	52	98	0	150	303
1:15 - 1:30	4	0	71	75	0	70	10	80	0	0	0	0	64	78	0	142	297
TOTAL	28	0	461	489	0	614	74	688	0	0	0	0	467	749	0	1216	2393
4:30 - 4:45	4	0	57	61	0	80	9	89	0	0	0	0	56	61	0	117	267
4:45 - 5:00	1	0	67	68	0	75	11	86	0	0	0	0	56	67	0	123	277
5:00 - 5:15	1	0	54	55	0	85	7	92	0	0	0	0	57	82	0	139	286
5:15 - 5:30	3	0	46	49	0	67	10	77	0	0	0	0	55	91	0	146	272
5:30 - 5:45	3	0	42	45	0	74	8	82	0	0	0	0	51	78	0	129	256
5:45 - 6:00	3	0	45	48	0	86	7	93	0	0	0	0	46	79	0	125	266
6:00 - 6:15	5	0	51	56	0	85	7	92	0	0	0	0	44	75	0	119	267
6:15 - 6:30	6	0	38	44	0	81	7	88	0	0	0	0	59	91	0	150	282
TOTAL	26	0	400	426	0	633	66	699	0	0	0	0	424	624	0	1048	2173
GRAND TOTAL	54	0	861	915	0	1247	140	1387	0	0	0	0	891	1373	0	2264	4566

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 12:00 TO 1:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	14	0	233	0	323	45	0	0	0	243	384	0
APPROACH TOTAL		247			368			0			627	
PEAK HOUR FAC.		0.89			0.88			0			0.93	

PM PEAK HOUR 4:30 TO 5:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	9	0	224	0	307	37	0	0	0	224	301	0
APPROACH TOTAL		233			344			0			525	
PEAK HOUR FAC.		0.86			0.93			0			0.9	

INTERSECTION : CONTROL UNSIGNALIZED | SIGNALIZED | ACTUATED | PRETIMED | SEMI-ACTUATED

PBS&J

INTERSECTION : Tech Center Pkwy @ Old Peachtree Rd

DATE COUNT : February 9, 2008

CONDITION :

PROJECT : Gwinnett Stadium

JOB NO. : 100000603

COMP.BY : JRA

TIME INTERVAL	Tech Center Pkwy SOUTHBOUND				Old Peachtree Rd WESTBOUND				NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	6	0	15	21	0	69	11	80	0	0	0	0	19	57	0	76	177
11:45 - 12:00	12	0	11	23	0	77	13	90	0	0	0	0	7	63	0	70	183
12:00 - 12:15	5	0	12	17	0	73	6	79	0	0	0	0	12	71	0	83	179
12:15 - 12:30	8	0	13	21	0	69	5	74	0	0	0	0	15	72	0	87	182
12:30 - 12:45	8	0	13	21	0	61	7	68	0	0	0	0	9	83	0	92	181
12:45 - 1:00	6	0	14	20	0	90	13	103	0	0	0	0	21	65	0	86	209
1:00 - 1:15	7	0	13	20	0	78	11	89	0	0	0	0	16	67	0	83	192
1:15 - 1:30	7	0	16	23	0	87	6	93	0	0	0	0	13	83	0	96	212
TOTAL	59	0	107	166	0	604	72	676	0	0	0	0	112	561	0	673	1515
4:30 - 4:45	8	0	9	17	0	54	10	64	0	0	0	0	27	77	0	104	185
4:45 - 5:00	9	0	14	23	0	82	9	91	0	0	0	0	26	80	0	106	220
5:00 - 5:15	13	0	16	29	0	57	9	66	0	0	0	0	21	93	0	114	209
5:15 - 5:30	10	0	23	33	0	72	5	77	0	0	0	0	14	84	0	98	208
5:30 - 5:45	7	0	10	17	0	97	12	109	0	0	0	0	16	76	0	92	218
5:45 - 6:00	8	0	19	27	0	76	10	86	0	0	0	0	13	74	0	87	200
6:00 - 6:15	5	0	25	30	0	76	15	91	0	0	0	0	23	88	0	111	232
6:15 - 6:30	8	0	15	23	0	72	7	79	0	0	0	0	21	52	0	73	175
TOTAL	68	0	131	199	0	586	77	663	0	0	0	0	161	624	0	785	1647
GRAND TOTAL	127	0	238	365	0	1190	149	1339	0	0	0	0	273	1185	0	1458	3162

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 12:30 TO 1:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	28	0	56	0	316	37	0	0	0	59	298	0
APPROACH TOTAL		84			353			0			357	
PEAK HOUR FAC.		0.91			0.86			0			0.93	

PM PEAK HOUR 5:15 TO 6:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	30	0	77	0	321	42	0	0	0	66	322	0
APPROACH TOTAL		107			363			0			388	
PEAK HOUR FAC.		0.81			0.83			0			0.87	

INTERSECTION : CONTROL

UNSIGNALIZED | SIGNALIZED | ACTUATED | PRETIMED | SEMI-ACTUATED

PBS&J

INTERSECTION : Old Peachtree Rd @ SR 20 | PROJECT : Gwinnett Stadium

DATE COUNT : February 9, 2008 | JOB NO. : 100000603

CONDITION : | COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				Old Peachtree Rd WESTBOUND				SR 20 NORTHBOUND				Old Peachtree Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	44	200	7	251	10	37	48	95	34	321	3	358	50	32	14	96	800
11:45 - 12:00	42	205	6	253	11	40	53	104	30	342	5	377	39	31	17	87	821
12:00 - 12:15	54	189	7	250	12	31	49	92	31	311	9	351	33	49	21	103	796
12:15 - 12:30	49	211	7	267	9	49	42	100	27	321	2	350	43	43	17	103	820
12:30 - 12:45	54	245	2	301	12	24	47	83	33	305	4	342	38	38	21	97	823
12:45 - 1:00	54	223	5	282	11	46	47	104	32	310	8	350	32	36	13	81	817
1:00 - 1:15	70	234	4	308	14	62	37	113	34	306	3	343	44	35	21	100	864
1:15 - 1:30	52	253	7	312	14	49	51	114	35	307	6	348	27	41	11	79	853
TOTAL	419	1760	45	2224	93	338	374	805	256	2523	40	2819	306	305	135	746	6594
4:30 - 4:45	57	248	8	313	8	37	56	101	23	259	4	286	31	52	14	97	797
4:45 - 5:00	67	256	13	336	11	39	27	77	26	294	3	323	33	39	13	85	821
5:00 - 5:15	51	286	8	345	12	30	46	88	28	270	5	303	35	55	23	113	849
5:15 - 5:30	56	242	3	301	8	34	38	80	26	267	5	298	27	49	14	90	769
5:30 - 5:45	75	278	3	356	12	47	46	105	40	255	0	295	34	36	21	91	847
5:45 - 6:00	54	263	4	321	13	37	40	90	29	223	3	255	37	41	21	99	765
6:00 - 6:15	60	300	0	360	15	52	53	120	20	231	3	254	35	40	13	88	822
6:15 - 6:30	62	226	3	291	22	52	43	117	30	221	6	257	42	35	26	103	768
TOTAL	482	2099	42	2623	101	328	349	778	222	2020	29	2271	274	347	145	766	6438
GRAND TOTAL	901	3859	87	4847	194	666	723	1583	478	4543	69	5090	580	652	280	1512	13032

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 12:30 TO 1:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	230	955	18	51	181	182	134	1228	21	141	150	66
APPROACH TOTAL		1203			414			1383			357	
PEAK HOUR FAC.		0.96			0.91			0.99			0.89	

PM PEAK HOUR 4:45 TO 5:45

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	249	1062	27	43	150	157	120	1086	13	129	179	71
APPROACH TOTAL		1338			350			1219			379	
PEAK HOUR FAC.		0.94			0.83			0.94			0.84	

INTERSECTION : CONTROL ☐ UNSIGNALIZED ☒ SIGNALIZED ☐ ACTUATED ☐ PRETIMED ☐ SEMI-ACTUATED

PBS&J

INTERSECTION : SR 20 @ Tech Center Pkwy
PROJECT : Gwinnett Stadium
DATE COUNT : February 9, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				WESTBOUND				SR 20 NORTHBOUND				Tech Center Pkwy EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	287	13	300	0	0	0	0	1	377	0	378	22	0	5	27	705
11:45 - 12:00	0	298	12	310	0	0	0	0	3	413	0	416	27	0	4	31	757
12:00 - 12:15	0	300	13	313	0	0	0	0	3	392	0	395	33	0	3	36	744
12:15 - 12:30	0	300	17	317	0	0	0	0	5	367	0	372	21	0	5	26	715
12:30 - 12:45	0	318	19	337	0	0	0	0	3	429	0	432	16	0	5	21	790
12:45 - 1:00	0	260	14	274	0	0	0	0	1	356	0	357	27	0	5	32	663
1:00 - 1:15	0	308	12	320	0	0	0	0	1	352	0	353	25	0	1	26	699
1:15 - 1:30	0	305	25	330	0	0	0	0	1	343	0	344	20	0	4	24	698
TOTAL	0	2376	125	2501	0	0	0	0	18	3029	0	3047	191	0	32	223	5771
4:30 - 4:45	0	350	25	375	0	0	0	0	1	321	0	322	27	0	3	30	727
4:45 - 5:00	0	336	15	351	0	0	0	0	3	349	0	352	24	0	3	27	730
5:00 - 5:15	0	328	13	341	0	0	0	0	2	325	0	327	26	0	0	26	694
5:15 - 5:30	0	312	21	333	0	0	0	0	4	305	0	309	14	0	5	19	661
5:30 - 5:45	0	322	15	337	0	0	0	0	3	339	0	342	17	0	0	17	696
5:45 - 6:00	0	397	18	415	0	0	0	0	2	269	0	271	13	0	0	13	699
6:00 - 6:15	0	347	21	368	0	0	0	0	1	286	0	287	23	0	2	25	680
6:15 - 6:30	0	312	15	327	0	0	0	0	3	324	0	327	13	0	7	20	674
TOTAL	0	2704	143	2847	0	0	0	0	19	2518	0	2537	157	0	20	177	5561
GRAND TOTAL	0	5080	268	5348	0	0	0	0	37	5547	0	5584	348	0	52	400	11332

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 11:45 TO 12:45

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	1216	61	0	0	0	14	1601	0	97	0	17
APPROACH TOTAL		1277			0			1615			114	
PEAK HOUR FAC.		0.95			0			0.93			0.79	

PM PEAK HOUR 4:30 TO 5:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	1326	74	0	0	0	10	1300	0	91	0	11
APPROACH TOTAL		1400			0			1310			102	
PEAK HOUR FAC.		0.93			0			0.93			0.85	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

INTERSECTION : Rock Springs Rd @ SR 20 | PROJECT : Gwinnett Stadium

DATE COUNT : February 9, 2008 | JOB NO. : 100000603

CONDITION : | COMP.BY : JRA

TIME INTERVAL	SR 20 SOUTHBOUND				Rock Springs Rd WESTBOUND				SR 20 NORTHBOUND				Rock Springs Rd EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	26	290	27	343	11	7	39	57	16	420	5	441	39	10	8	57	898
11:45 - 12:00	29	297	33	359	6	4	47	57	14	431	3	448	54	8	10	72	936
12:00 - 12:15	30	300	40	370	9	9	40	58	11	380	3	394	53	6	8	67	889
12:15 - 12:30	26	305	28	359	4	7	49	60	22	369	4	395	55	8	21	84	898
12:30 - 12:45	48	330	31	409	12	3	54	69	12	400	5	417	47	4	16	67	962
12:45 - 1:00	33	302	28	363	11	3	33	47	14	374	2	390	66	4	16	86	886
1:00 - 1:15	33	318	29	380	8	6	50	64	14	380	4	398	50	5	10	65	907
1:15 - 1:30	41	310	38	389	8	5	28	41	15	387	6	408	50	8	12	70	908
TOTAL	266	2452	254	2972	69	44	340	453	118	3141	32	3291	414	53	101	568	7284
4:30 - 4:45	47	384	35	466	8	6	34	48	12	325	8	345	41	8	11	60	919
4:45 - 5:00	36	320	43	399	8	5	48	61	12	360	6	378	40	8	8	56	894
5:00 - 5:15	37	350	37	424	6	11	42	59	12	332	9	353	42	5	7	54	890
5:15 - 5:30	41	315	28	384	4	11	29	44	12	292	10	314	44	10	11	65	807
5:30 - 5:45	28	351	37	416	9	7	53	69	10	336	10	356	41	7	12	60	901
5:45 - 6:00	35	344	35	414	10	8	55	73	11	271	10	292	43	7	13	63	842
6:00 - 6:15	41	308	49	398	10	5	35	50	16	285	9	310	39	5	13	57	815
6:15 - 6:30	33	300	53	386	11	4	29	44	24	305	12	341	55	6	8	69	840
TOTAL	298	2672	317	3287	66	57	325	448	109	2506	74	2689	345	56	83	484	6908
GRAND TOTAL	564	5124	571	6259	135	101	665	901	227	5647	106	5980	759	109	184	1052	14192

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 11:45 TO 12:45

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	133	1232	132	31	23	190	59	1580	15	209	26	55
APPROACH TOTAL		1497			244			1654			290	
PEAK HOUR FAC.		0.92			0.88			0.92			0.86	

PM PEAK HOUR 4:30 TO 5:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	161	1369	143	26	33	153	48	1309	33	167	31	37
APPROACH TOTAL		1673			212			1390			235	
PEAK HOUR FAC.		0.9			0.87			0.92			0.9	

INTERSECTION : CONTROL ☐ UNSIGNALIZED ☒ SIGNALIZED ☐ ACTUATED ☐ PRETIMED ☐ SEMI-ACTUATED

PBS&J

INTERSECTION : Tech Center Pkwy @ Tech Center Dr
PROJECT : Gwinnett Stadium
DATE COUNT : February 9, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	Tech Center Dr SOUTHBOUND				Tech Center Pkwy WESTBOUND				NORTHBOUND				Tech Center Pkwy EASTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	TOTALS
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	11	1	12	0	0	0	0	3	26	0	29	41
11:45 - 12:00	0	0	2	2	0	13	1	14	0	0	0	0	0	29	0	29	45
12:00 - 12:15	0	0	1	1	0	14	1	15	0	0	0	0	4	34	0	38	54
12:15 - 12:30	4	0	1	5	0	15	1	16	0	0	0	0	3	22	0	25	46
12:30 - 12:45	1	0	2	3	0	17	1	18	0	0	0	0	5	18	0	23	44
12:45 - 1:00	1	0	1	2	0	17	2	19	0	0	0	0	1	31	0	32	53
1:00 - 1:15	0	0	2	2	0	11	1	12	0	0	0	0	3	24	0	27	41
1:15 - 1:30	0	0	4	4	0	25	0	25	0	0	0	0	4	22	0	26	55
TOTAL	6	0	13	19	0	123	8	131	0	0	0	0	23	206	0	229	379
4:30 - 4:45	3	0	7	10	0	22	6	28	0	0	0	0	5	15	0	20	58
4:45 - 5:00	7	0	12	19	0	16	5	21	0	0	0	0	8	18	0	26	66
5:00 - 5:15	3	0	12	15	0	14	2	16	0	0	0	0	3	11	0	14	45
5:15 - 5:30	2	0	5	7	0	20	4	24	0	0	0	0	5	14	0	19	50
5:30 - 5:45	1	0	5	6	0	18	5	23	0	0	0	0	5	10	0	15	44
5:45 - 6:00	2	0	1	3	0	19	12	31	0	0	0	0	4	17	0	21	55
6:00 - 6:15	1	0	4	5	0	17	3	20	0	0	0	0	1	10	0	11	36
6:15 - 6:30	1	0	0	1	0	22	9	31	0	0	0	0	5	11	0	16	48
TOTAL	20	0	46	66	0	148	46	194	0	0	0	0	36	106	0	142	402
GRAND TOTAL	26	0	59	85	0	271	54	325	0	0	0	0	59	312	0	371	781

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 12:00 TO 1:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	6	0	5	0	63	5	0	0	0	13	105	0
APPROACH TOTAL		11			68			0			118	
PEAK HOUR FAC.		0.55			0.89			0			0.78	

PM PEAK HOUR 4:30 TO 5:30

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	15	0	36	0	72	17	0	0	0	21	58	0
APPROACH TOTAL		51			89			0			79	
PEAK HOUR FAC.		0.67			0.79			0			0.76	

INTERSECTION : CONTROL UNSIGNALIZED SIGNALIZED ACTUATED PRETIMED SEMI-ACTUATED

PBS&J

INTERSECTION : Rock Springs Rd @ Tech Center Dr
PROJECT : Gwinnett Stadium
DATE COUNT : February 9, 2008
JOB NO. : 100000603
CONDITION :
COMP.BY : JRA

TIME INTERVAL	SOUTHBOUND				Rock Springs Rd WESTBOUND				Tech Center Dr NORTHBOUND				Rock Springs Rd EASTBOUND				TOTALS
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	35	0	35	0	0	2	2	0	36	0	36	73
11:45 - 12:00	0	0	0	0	0	29	0	29	3	0	4	7	0	49	3	52	88
12:00 - 12:15	0	0	0	0	2	37	0	39	5	0	2	7	0	55	2	57	103
12:15 - 12:30	0	0	0	0	2	36	0	38	2	0	6	8	0	61	2	63	109
12:30 - 12:45	0	0	0	0	2	38	0	40	4	0	10	14	0	70	11	81	135
12:45 - 1:00	0	0	0	0	0	45	0	45	2	0	2	4	0	52	0	52	101
1:00 - 1:15	0	0	0	0	2	42	0	44	1	0	3	4	0	48	1	49	97
1:15 - 1:30	0	0	0	0	0	52	0	52	4	0	3	7	0	52	4	56	115
TOTAL	0	0	0	0	8	314	0	322	21	0	32	53	0	423	23	446	821
4:30 - 4:45	0	0	0	0	0	58	0	58	2	0	2	4	0	50	1	51	113
4:45 - 5:00	0	0	0	0	2	61	0	63	2	0	5	7	0	43	0	43	113
5:00 - 5:15	0	0	0	0	2	46	0	48	3	0	1	4	0	53	1	54	106
5:15 - 5:30	0	0	0	0	6	61	0	67	2	0	3	5	0	62	2	64	136
5:30 - 5:45	0	0	0	0	2	59	0	61	4	0	3	7	0	55	1	56	124
5:45 - 6:00	0	0	0	0	2	51	0	53	0	0	1	1	0	47	1	48	102
6:00 - 6:15	0	0	0	0	2	60	0	62	2	0	1	3	0	56	0	56	121
6:15 - 6:30	0	0	0	0	2	63	0	65	3	0	1	4	0	46	2	48	117
TOTAL	0	0	0	0	18	459	0	477	18	0	17	35	0	412	8	420	932
GRAND TOTAL	0	0	0	0	26	773	0	799	39	0	49	88	0	835	31	866	1753

AM PEAK HOUR 7:00 TO 8:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH TOTAL		0			0			0			0	
PEAK HOUR FAC.		0			0			0			0	

MID-DAY PEAK HOUR 12:00 TO 1:00

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	6	156	0	13	0	20	0	238	15
APPROACH TOTAL		0			162			33			253	
PEAK HOUR FAC.		0			0.9			0.59			0.78	

PM PEAK HOUR 5:15 TO 6:15

	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
TURN VOLUME	0	0	0	12	231	0	8	0	8	0	220	4
APPROACH TOTAL		0			243			16			224	
PEAK HOUR FAC.		0			0.91			0.57			0.88	

INTERSECTION : CONTROL [ ] UNSIGNALIZED [ ] SIGNALIZED [ ] ACTUATED [ ] PRETIMED [ ] SEMI-ACTUATED

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 NB to SR 20 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	29	0	22	0	24	0	27	-	102	102
2:00 AM	0	20	0	20	0	10	0	32	-	82	82
3:00 AM	0	16	0	16	0	18	0	5	-	55	55
4:00 AM	0	13	0	9	0	5	0	7	-	34	34
5:00 AM	0	11	0	4	0	7	0	5	-	27	27
6:00 AM	0	6	0	2	0	5	0	6	-	19	19
7:00 AM	0	4	0	12	0	22	0	26	-	64	64
8:00 AM	0	20	0	18	0	20	0	26	-	84	84
9:00 AM	0	20	0	27	0	26	0	33	-	106	106
10:00 AM	0	36	0	32	0	36	0	26	-	130	130
11:00 AM	0	46	0	48	0	50	0	46	-	190	190
12:00 PM	0	46	0	46	0	65	0	70	-	227	227
1:00 PM	0	72	0	65	0	74	0	76	-	287	287
2:00 PM	0	70	0	66	0	64	0	71	-	271	271
3:00 PM	0	82	0	74	0	60	0	75	-	291	291
4:00 PM	0	82	0	92	0	89	0	81	-	344	344
5:00 PM	0	104	0	82	0	96	0	68	-	350	350
6:00 PM	0	86	0	81	0	74	0	76	-	317	317
7:00 PM	0	64	0	79	0	82	0	75	-	300	300
8:00 PM	0	88	0	66	0	61	0	52	-	267	267
9:00 PM	0	61	0	59	0	51	0	52	-	223	223
10:00 PM	0	53	0	58	0	36	0	61	-	208	208
11:00 PM	0	42	0	68	0	73	0	63	-	246	246
12:00 AM	0	56	0	48	0	42	0	44	-	190	190
Total	-	1,127	-	1,094	-	1,090	-	1,103	-	4,414	4,414

Twenty-Four Hour Volume: **4,414** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***227*** **Is** ***5.1%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***3:15 PM*** **TO** ***4:15 PM***
Volume of ***366*** **Is** ***8.3%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 NB to I-85 NB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	32	0	22	0	15	0	7	0	76	-	76
2:00 AM	12	0	8	0	11	0	7	0	38	-	38
3:00 AM	7	0	12	0	8	0	8	0	35	-	35
4:00 AM	8	0	13	0	10	0	6	0	37	-	37
5:00 AM	0	0	4	0	4	0	6	0	14	-	14
6:00 AM	3	0	6	0	3	0	5	0	17	-	17
7:00 AM	13	0	6	0	10	0	12	0	41	-	41
8:00 AM	11	0	9	0	20	0	18	0	58	-	58
9:00 AM	24	0	22	0	26	0	26	0	98	-	98
10:00 AM	24	0	25	0	24	0	27	0	100	-	100
11:00 AM	38	0	24	0	36	0	40	0	138	-	138
12:00 PM	39	0	44	0	50	0	52	0	185	-	185
1:00 PM	30	0	38	0	52	0	42	0	162	-	162
2:00 PM	50	0	50	0	44	0	61	0	205	-	205
3:00 PM	49	0	50	0	36	0	44	0	179	-	179
4:00 PM	44	0	38	0	35	0	31	0	148	-	148
5:00 PM	38	0	42	0	48	0	41	0	169	-	169
6:00 PM	41	0	44	0	50	0	36	0	171	-	171
7:00 PM	46	0	45	0	36	0	33	0	160	-	160
8:00 PM	22	0	42	0	30	0	32	0	126	-	126
9:00 PM	28	0	19	0	24	0	25	0	96	-	96
10:00 PM	15	0	25	0	30	0	18	0	88	-	88
11:00 PM	18	0	14	0	18	0	26	0	76	-	76
12:00 AM	19	0	19	0	30	0	24	0	92	-	92
Total	611	-	621	-	650	-	627	-	2,509	-	2,509

Twenty-Four Hour Volume: **2,509** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***185*** **Is** ***7.4%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***1:00 PM*** **TO** ***2:00 PM***
Volume of ***205*** **Is** ***8.2%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 SB to I-85 NB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	43	0	30	0	32	0	38	-	143	143
2:00 AM	0	29	0	12	0	27	0	26	-	94	94
3:00 AM	0	5	0	7	0	12	0	4	-	28	28
4:00 AM	0	7	0	1	0	3	0	1	-	12	12
5:00 AM	0	4	0	3	0	4	0	2	-	13	13
6:00 AM	0	9	0	3	0	4	0	4	-	20	20
7:00 AM	0	4	0	1	0	3	0	7	-	15	15
8:00 AM	0	5	0	14	0	22	0	18	-	59	59
9:00 AM	0	20	0	26	0	28	0	21	-	95	95
10:00 AM	0	27	0	42	0	33	0	44	-	146	146
11:00 AM	0	36	0	36	0	52	0	36	-	160	160
12:00 PM	0	53	0	68	0	56	0	74	-	251	251
1:00 PM	0	74	0	65	0	96	0	72	-	307	307
2:00 PM	0	105	0	88	0	68	0	88	-	349	349
3:00 PM	0	90	0	94	0	77	0	94	-	355	355
4:00 PM	0	105	0	102	0	120	0	103	-	430	430
5:00 PM	0	114	0	112	0	108	0	119	-	453	453
6:00 PM	0	116	0	110	0	98	0	116	-	440	440
7:00 PM	0	114	0	100	0	101	0	92	-	407	407
8:00 PM	0	106	0	107	0	86	0	110	-	409	409
9:00 PM	0	112	0	118	0	90	0	98	-	418	418
10:00 PM	0	102	0	104	0	82	0	83	-	371	371
11:00 PM	0	98	0	92	0	85	0	88	-	363	363
12:00 AM	0	88	0	76	0	39	0	45	-	248	248
Total	-	1,466	-	1,411	-	1,326	-	1,383	-	5,586	5,586

Twenty-Four Hour Volume: **5,586** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***251*** **Is** ***4.5%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***4:15 PM*** **TO** ***5:15 PM***
Volume of ***455*** **Is** ***8.1%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 NB to SR 20 NB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	24	0	15	0	22	0	15	0	76	-	76
2:00 AM	21	0	11	0	13	0	9	0	54	-	54
3:00 AM	17	0	18	0	16	0	15	0	66	-	66
4:00 AM	10	0	9	0	15	0	10	0	44	-	44
5:00 AM	6	0	5	0	4	0	4	0	19	-	19
6:00 AM	6	0	10	0	10	0	14	0	40	-	40
7:00 AM	10	0	7	0	14	0	23	0	54	-	54
8:00 AM	24	0	25	0	44	0	42	0	135	-	135
9:00 AM	40	0	52	0	64	0	99	0	255	-	255
10:00 AM	70	0	86	0	114	0	144	0	414	-	414
11:00 AM	150	0	135	0	172	0	215	0	672	-	672
12:00 PM	149	0	205	0	218	0	248	0	820	-	820
1:00 PM	238	0	224	0	184	0	216	0	862	-	862
2:00 PM	210	0	203	0	250	0	222	0	885	-	885
3:00 PM	224	0	237	0	283	0	234	0	978	-	978
4:00 PM	258	0	207	0	224	0	269	0	958	-	958
5:00 PM	227	0	216	0	217	0	224	0	884	-	884
6:00 PM	203	0	198	0	188	0	208	0	797	-	797
7:00 PM	196	0	207	0	225	0	208	0	836	-	836
8:00 PM	182	0	140	0	167	0	124	0	613	-	613
9:00 PM	101	0	100	0	90	0	81	0	372	-	372
10:00 PM	68	0	71	0	63	0	76	0	278	-	278
11:00 PM	49	0	58	0	56	0	58	0	221	-	221
12:00 AM	62	0	48	0	24	0	31	0	165	-	165
Total	2,545	-	2,487	-	2,677	-	2,789	-	10,498	-	10,498

Twenty-Four Hour Volume: **10,498** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***820*** **Is** ***7.8%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***2:15 PM*** **TO** ***3:15 PM***
Volume of ***1,012*** **Is** ***9.6%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 SB to SR 20 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	11	0	14	0	12	0	21	-	58	58
2:00 AM	0	10	0	4	0	7	0	6	-	27	27
3:00 AM	0	6	0	10	0	8	0	8	-	32	32
4:00 AM	0	6	0	7	0	1	0	2	-	16	16
5:00 AM	0	7	0	0	0	4	0	2	-	13	13
6:00 AM	0	2	0	6	0	4	0	10	-	22	22
7:00 AM	0	3	0	9	0	12	0	7	-	31	31
8:00 AM	0	10	0	6	0	14	0	9	-	39	39
9:00 AM	0	7	0	16	0	30	0	28	-	81	81
10:00 AM	0	20	0	38	0	32	0	22	-	112	112
11:00 AM	0	20	0	26	0	28	0	18	-	92	92
12:00 PM	0	23	0	45	0	32	0	29	-	129	129
1:00 PM	0	35	0	26	0	24	0	49	-	134	134
2:00 PM	0	28	0	36	0	38	0	32	-	134	134
3:00 PM	0	41	0	30	0	36	0	30	-	137	137
4:00 PM	0	40	0	28	0	38	0	39	-	145	145
5:00 PM	0	36	0	46	0	26	0	38	-	146	146
6:00 PM	0	32	0	44	0	48	0	42	-	166	166
7:00 PM	0	44	0	50	0	49	0	29	-	172	172
8:00 PM	0	59	0	43	0	32	0	35	-	169	169
9:00 PM	0	34	0	27	0	29	0	19	-	109	109
10:00 PM	0	23	0	18	0	27	0	24	-	92	92
11:00 PM	0	14	0	26	0	24	0	12	-	76	76
12:00 AM	0	20	0	8	0	17	0	22	-	67	67
Total	-	531	-	563	-	572	-	533	-	2,199	2,199

Twenty-Four Hour Volume: **2,199** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***129*** **Is** ***5.9%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***6:15 PM*** **TO** ***7:15 PM***
Volume of ***187*** **Is** ***8.5%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 NB Ramp to I-85 SB

Hour Ending	1st		2nd		3rd		4th		Total		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	TOTAL
1:00 AM	19	0	8	0	9	0	9	0	45	-	45
2:00 AM	5	0	6	0	7	0	2	0	20	-	20
3:00 AM	7	0	4	0	2	0	6	0	19	-	19
4:00 AM	5	0	6	0	3	0	2	0	16	-	16
5:00 AM	4	0	5	0	10	0	8	0	27	-	27
6:00 AM	10	0	12	0	20	0	30	0	72	-	72
7:00 AM	40	0	26	0	46	0	32	0	144	-	144
8:00 AM	48	0	58	0	49	0	58	0	213	-	213
9:00 AM	46	0	62	0	69	0	66	0	243	-	243
10:00 AM	70	0	80	0	64	0	66	0	280	-	280
11:00 AM	69	0	58	0	76	0	81	0	284	-	284
12:00 PM	62	0	72	0	78	0	69	0	281	-	281
1:00 PM	76	0	68	0	51	0	76	0	271	-	271
2:00 PM	46	0	56	0	66	0	62	0	230	-	230
3:00 PM	74	0	58	0	68	0	62	0	262	-	262
4:00 PM	58	0	67	0	47	0	54	0	226	-	226
5:00 PM	64	0	70	0	67	0	74	0	275	-	275
6:00 PM	77	0	66	0	70	0	76	0	289	-	289
7:00 PM	60	0	80	0	75	0	63	0	278	-	278
8:00 PM	61	0	60	0	50	0	49	0	220	-	220
9:00 PM	37	0	34	0	49	0	37	0	157	-	157
10:00 PM	39	0	40	0	32	0	28	0	139	-	139
11:00 PM	35	0	25	0	35	0	19	0	114	-	114
12:00 AM	30	0	18	0	20	0	13	0	81	-	81
Total	1,042	-	1,039	-	1,063	-	1,042	-	4,186	-	4,186

Twenty-Four Hour Volume: **4,186** **Vehicles Per Day**

A.M. Peak Hour Is From ***10:45 AM*** **TO** ***11:45 AM***
Volume of ***293*** **Is** ***7.0%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:45 PM*** **TO** ***6:45 PM***
Volume of ***291*** **Is** ***7.0%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	100%	0%
PM Directional Distribution	100%	0%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20 SB to I-85 SB

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	0	28	0	0	0	10	0	6	-	44	44
2:00 AM	0	1	0	0	0	0	0	0	-	1	1
3:00 AM	0	0	0	0	0	0	0	0	-	-	-
4:00 AM	0	3	0	4	0	2	0	0	-	9	9
5:00 AM	0	0	0	0	0	0	0	0	-	-	-
6:00 AM	0	0	0	15	0	16	0	11	-	42	42
7:00 AM	0	14	0	9	0	30	0	25	-	78	78
8:00 AM	0	5	0	32	0	32	0	32	-	101	101
9:00 AM	0	50	0	54	0	33	0	30	-	167	167
10:00 AM	0	48	0	62	0	59	0	60	-	229	229
11:00 AM	0	65	0	55	0	76	0	45	-	241	241
12:00 PM	0	78	0	74	0	66	0	76	-	294	294
1:00 PM	0	80	0	76	0	120	0	82	-	358	358
2:00 PM	0	142	0	116	0	142	0	128	-	528	528
3:00 PM	0	149	0	148	0	150	0	142	-	589	589
4:00 PM	0	154	0	156	0	151	0	156	-	617	617
5:00 PM	0	166	0	182	0	174	0	204	-	726	726
6:00 PM	0	220	0	242	0	222	0	217	-	901	901
7:00 PM	0	204	0	228	0	231	0	224	-	887	887
8:00 PM	0	212	0	213	0	223	0	203	-	851	851
9:00 PM	0	167	0	194	0	182	0	192	-	735	735
10:00 PM	0	170	0	188	0	152	0	136	-	646	646
11:00 PM	0	120	0	100	0	70	0	53	-	343	343
12:00 AM	0	87	0	63	0	48	0	41	-	239	239
Total	-	2,163	-	2,211	-	2,189	-	2,063	-	8,626	8,626

Twenty-Four Hour Volume: **8,626** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***294*** **Is** ***3.4%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:00 PM*** **TO** ***6:00 PM***
Volume of ***901*** **Is** ***10.4%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: I-85 SB to SR 20 NB

Hour Ending	1st		2nd		3rd		4th		Total		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	TOTAL
1:00 AM	0	6	0	8	0	4	0	6	-	24	24
2:00 AM	0	5	0	4	0	4	0	5	-	18	18
3:00 AM	0	5	0	6	0	4	0	4	-	19	19
4:00 AM	0	3	0	4	0	3	0	6	-	16	16
5:00 AM	0	1	0	4	0	1	0	6	-	12	12
6:00 AM	0	9	0	2	0	10	0	5	-	26	26
7:00 AM	0	18	0	13	0	22	0	30	-	83	83
8:00 AM	0	20	0	21	0	34	0	48	-	123	123
9:00 AM	0	39	0	43	0	63	0	88	-	233	233
10:00 AM	0	91	0	84	0	109	0	128	-	412	412
11:00 AM	0	106	0	161	0	154	0	149	-	570	570
12:00 PM	0	152	0	166	0	151	0	194	-	663	663
1:00 PM	0	166	0	166	0	162	0	178	-	672	672
2:00 PM	0	160	0	154	0	150	0	199	-	663	663
3:00 PM	0	170	0	140	0	153	0	131	-	594	594
4:00 PM	0	150	0	146	0	153	0	169	-	618	618
5:00 PM	0	126	0	144	0	127	0	142	-	539	539
6:00 PM	0	111	0	156	0	136	0	138	-	541	541
7:00 PM	0	147	0	135	0	128	0	134	-	544	544
8:00 PM	0	112	0	104	0	101	0	93	-	410	410
9:00 PM	0	61	0	53	0	46	0	32	-	192	192
10:00 PM	0	49	0	30	0	31	0	22	-	132	132
11:00 PM	0	19	0	23	0	18	0	22	-	82	82
12:00 AM	0	20	0	12	0	10	0	12	-	54	54
Total	-	1,746	-	1,779	-	1,774	-	1,941	-	7,240	7,240

Twenty-Four Hour Volume: **7,240** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***663*** **Is** ***9.2%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***1:15 PM*** **TO** ***2:15 PM***
Volume of ***673*** **Is** ***9.3%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	0%	100%
PM Directional Distribution	0%	100%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *13-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Rock Springs Rd, west of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
1:00 AM	5	16	6	15	7	10	12	10	30	51	81
2:00 AM	7	9	2	5	6	3	4	11	19	28	47
3:00 AM	7	5	1	2	3	0	2	4	13	11	24
4:00 AM	4	2	4	1	2	4	1	4	11	11	22
5:00 AM	4	5	2	6	1	0	4	5	11	16	27
6:00 AM	2	4	3	3	3	4	8	6	16	17	33
7:00 AM	6	3	9	4	12	4	12	3	39	14	53
8:00 AM	12	3	12	4	15	4	32	12	71	23	94
9:00 AM	25	13	24	24	34	10	50	22	133	69	202
10:00 AM	44	22	53	28	46	26	62	33	205	109	314
11:00 AM	68	33	43	43	60	31	56	48	227	155	382
12:00 PM	54	40	52	37	45	43	73	49	224	169	393
1:00 PM	50	65	83	54	69	37	79	59	281	215	496
2:00 PM	55	60	64	48	56	40	58	49	233	197	430
3:00 PM	68	49	63	54	57	53	58	62	246	218	464
4:00 PM	57	47	52	49	64	53	61	49	234	198	432
5:00 PM	57	59	63	56	44	41	42	57	206	213	419
6:00 PM	53	55	57	61	58	51	55	55	223	222	445
7:00 PM	54	56	66	82	62	67	52	56	234	261	495
8:00 PM	41	62	45	49	35	59	40	55	161	225	386
9:00 PM	39	55	53	41	36	44	29	41	157	181	338
10:00 PM	28	39	30	45	17	39	27	42	102	165	267
11:00 PM	24	40	18	30	19	29	21	31	82	130	212
12:00 AM	21	34	11	19	19	19	12	17	63	89	152
Total	785	776	816	760	770	671	850	780	3,221	2,987	6,208

Twenty-Four Hour Volume: **6,208** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***393*** **Is** ***6.3%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***5:45 PM*** **TO** ***6:45 PM***
Volume of ***497*** **Is** ***8.0%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	57%	43%
PM Directional Distribution	48%	52%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Rock Springs Rd, east of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
1:00 AM	16	17	15	4	5	2	13	5	49	28	77
2:00 AM	10	6	12	1	5	4	7	4	34	15	49
3:00 AM	7	4	8	5	4	3	5	5	24	17	41
4:00 AM	5	3	9	2	4	1	4	0	22	6	28
5:00 AM	6	3	4	6	1	4	1	2	12	15	27
6:00 AM	2	8	1	4	3	10	2	20	8	42	50
7:00 AM	1	17	3	8	4	18	7	21	15	64	79
8:00 AM	5	26	16	28	14	27	13	46	48	127	175
9:00 AM	11	30	6	35	18	45	18	55	53	165	218
10:00 AM	17	44	24	53	19	55	22	63	82	215	297
11:00 AM	31	54	30	59	33	47	30	55	124	215	339
12:00 PM	23	71	22	47	37	56	37	51	119	225	344
1:00 PM	43	48	39	53	49	57	49	44	180	202	382
2:00 PM	42	51	46	45	37	56	50	42	175	194	369
3:00 PM	46	54	54	51	36	54	40	44	176	203	379
4:00 PM	48	42	43	48	59	47	58	37	208	174	382
5:00 PM	48	54	70	61	51	46	51	59	220	220	440
6:00 PM	56	48	46	51	46	59	50	69	198	227	425
7:00 PM	54	48	46	35	53	59	57	55	210	197	407
8:00 PM	60	47	52	48	30	35	43	32	185	162	347
9:00 PM	39	27	44	38	40	33	48	19	171	117	288
10:00 PM	44	26	48	30	45	26	40	24	177	106	283
11:00 PM	25	25	34	10	35	25	32	19	126	79	205
12:00 AM	35	12	16	10	22	12	34	11	107	45	152
Total	674	765	688	732	650	781	711	782	2,723	3,060	5,783

Twenty-Four Hour Volume: **5,783** **Vehicles Per Day**

A.M. Peak Hour Is From ***10:15 AM*** **TO** ***11:15 AM***
Volume of ***348*** **Is** ***6.0%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***4:15 PM*** **TO** ***5:15 PM***
Volume of ***442*** **Is** ***7.6%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	33%	67%
PM Directional Distribution	52%	48%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Old Peachtree Rd, west of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TOTAL
1:00 AM	14	14	24	7	7	5	17	5	62	31	93
2:00 AM	9	7	14	4	7	5	13	1	43	17	60
3:00 AM	7	5	10	0	6	6	3	2	26	13	39
4:00 AM	3	1	3	2	4	1	2	1	12	5	17
5:00 AM	5	1	2	7	5	6	3	8	15	22	37
6:00 AM	2	4	5	11	5	20	10	20	22	55	77
7:00 AM	8	14	13	13	7	12	10	19	38	58	96
8:00 AM	21	18	11	23	27	32	24	31	83	104	187
9:00 AM	24	52	25	38	37	56	55	78	141	224	365
10:00 AM	46	53	50	56	67	72	76	60	239	241	480
11:00 AM	74	72	69	60	75	70	82	94	300	296	596
12:00 PM	78	90	100	89	91	66	84	84	353	329	682
1:00 PM	93	90	92	72	92	83	72	99	349	344	693
2:00 PM	107	96	89	113	88	108	106	83	390	400	790
3:00 PM	84	104	86	72	111	86	83	80	364	342	706
4:00 PM	72	83	96	85	104	98	94	87	366	353	719
5:00 PM	94	88	94	78	99	70	98	102	385	338	723
6:00 PM	104	78	102	93	85	88	72	104	363	363	726
7:00 PM	103	92	91	92	84	90	84	99	362	373	735
8:00 PM	87	88	65	67	67	58	49	45	268	258	526
9:00 PM	43	59	51	58	58	46	42	52	194	215	409
10:00 PM	38	43	29	42	33	36	40	40	140	161	301
11:00 PM	30	38	30	30	39	29	25	32	124	129	253
12:00 AM	32	29	21	25	25	12	13	14	91	80	171
Total	1,178	1,219	1,172	1,137	1,223	1,155	1,157	1,240	4,730	4,751	9,481

Twenty-Four Hour Volume: **9,481** **Vehicles Per Day**

A.M. Peak Hour Is From ***10:45 AM*** **TO** ***11:45 AM***
Volume of ***690*** **Is** ***7.3%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***1:00 PM*** **TO** ***2:00 PM***
Volume of ***790*** **Is** ***8.3%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	51%	49%
PM Directional Distribution	49%	51%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: Old Peachtree Rd, east of SR 20

Hour Ending	1st		2nd		3rd		4th		Total		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	TOTAL
1:00 AM	32	41	22	44	15	28	24	41	93	154	247
2:00 AM	11	21	13	17	10	17	24	25	58	80	138
3:00 AM	16	16	9	12	8	12	5	6	38	46	84
4:00 AM	2	11	4	8	5	8	2	3	13	30	43
5:00 AM	3	6	5	8	4	8	9	10	21	32	53
6:00 AM	11	10	8	7	6	28	12	35	37	80	117
7:00 AM	24	29	36	27	25	37	30	42	115	135	250
8:00 AM	22	34	42	53	35	69	36	79	135	235	370
9:00 AM	31	74	33	92	39	109	42	130	145	405	550
10:00 AM	52	110	42	112	36	112	51	113	181	447	628
11:00 AM	42	135	41	134	45	140	52	149	180	558	738
12:00 PM	62	149	58	163	78	136	81	149	279	597	876
1:00 PM	112	174	103	163	97	148	99	155	411	640	1,051
2:00 PM	108	166	100	184	115	150	102	158	425	658	1,083
3:00 PM	109	152	114	151	108	156	130	142	461	601	1,062
4:00 PM	117	156	124	153	110	150	106	140	457	599	1,056
5:00 PM	116	152	108	164	108	147	100	133	432	596	1,028
6:00 PM	112	142	106	138	121	161	106	156	445	597	1,042
7:00 PM	115	163	97	163	124	141	115	159	451	626	1,077
8:00 PM	106	155	98	140	75	130	84	109	363	534	897
9:00 PM	66	123	84	118	77	112	96	95	323	448	771
10:00 PM	85	110	74	102	75	78	69	92	303	382	685
11:00 PM	95	107	66	87	67	91	55	70	283	355	638
12:00 AM	36	91	51	63	36	52	44	52	167	258	425
Total	1,485	2,327	1,438	2,303	1,419	2,220	1,474	2,243	5,816	9,093	14,909

Twenty-Four Hour Volume: **14,909** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***876*** **Is** ***5.9%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***2:30 PM*** **TO** ***3:30 PM***
Volume of ***1,086*** **Is** ***7.3%*** **Of 24-Hour Volume**

	% Eastbound	% Westbound
AM Directional Distribution	32%	68%
PM Directional Distribution	44%	56%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20, south of Rock Springs Rd

Hour Ending	1st		2nd		3rd		4th		Total		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	TOTAL
1:00 AM	57	114	43	85	32	99	19	82	151	380	531
2:00 AM	18	64	27	70	18	62	22	40	85	236	321
3:00 AM	16	41	15	34	21	24	15	32	67	131	198
4:00 AM	6	34	16	24	17	29	24	15	63	102	165
5:00 AM	20	18	28	16	19	16	34	10	101	60	161
6:00 AM	28	12	39	16	50	21	75	30	192	79	271
7:00 AM	62	14	73	26	80	44	100	25	315	109	424
8:00 AM	102	46	145	70	128	76	138	62	513	254	767
9:00 AM	182	50	154	87	189	115	236	130	761	382	1,143
10:00 AM	234	111	234	126	272	146	286	171	1,026	554	1,580
11:00 AM	285	162	300	148	334	200	345	186	1,264	696	1,960
12:00 PM	308	202	312	212	368	200	384	246	1,372	860	2,232
1:00 PM	344	207	348	236	344	274	347	260	1,383	977	2,360
2:00 PM	342	254	340	276	333	276	348	276	1,363	1,082	2,445
3:00 PM	320	243	345	304	316	262	300	294	1,281	1,103	2,384
4:00 PM	308	302	344	280	283	260	301	272	1,236	1,114	2,350
5:00 PM	302	306	286	313	286	276	320	282	1,194	1,177	2,371
6:00 PM	302	304	292	255	292	310	257	273	1,143	1,142	2,285
7:00 PM	254	330	252	259	268	292	225	281	999	1,162	2,161
8:00 PM	244	332	177	262	188	288	192	259	801	1,141	1,942
9:00 PM	149	302	136	268	126	306	94	235	505	1,111	1,616
10:00 PM	123	283	126	290	128	206	94	222	471	1,001	1,472
11:00 PM	88	230	104	242	98	196	102	195	392	863	1,255
12:00 AM	83	192	66	167	74	153	55	114	278	626	904
Total	4,177	4,153	4,202	4,066	4,264	4,131	4,313	3,992	16,956	16,342	33,298

Twenty-Four Hour Volume: **33,298** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***2,232*** **Is** ***6.7%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***1:30 PM*** **TO** ***2:30 PM***
Volume of ***2,445*** **Is** ***7.3%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	61%	39%
PM Directional Distribution	55%	45%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

PBS&J

Twenty-Four Hour Traffic Count

Location: SR 20, north of Rock Springs Rd

Hour Ending	1st		2nd		3rd		4th		Total		TOTAL
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
1:00 AM	62	89	56	110	40	96	30	62	188	357	545
2:00 AM	27	70	30	58	31	36	29	58	117	222	339
3:00 AM	20	36	19	39	30	35	21	20	90	130	220
4:00 AM	12	24	22	26	21	20	28	18	83	88	171
5:00 AM	27	24	30	18	26	28	30	29	113	99	212
6:00 AM	35	21	40	30	56	42	92	32	223	125	348
7:00 AM	91	54	99	68	126	74	138	84	454	280	734
8:00 AM	136	68	203	94	176	133	254	132	769	427	1,196
9:00 AM	225	122	261	168	302	172	336	206	1,124	668	1,792
10:00 AM	348	187	347	212	396	226	432	196	1,523	821	2,344
11:00 AM	438	262	434	262	502	272	458	287	1,832	1,083	2,915
12:00 PM	444	306	432	302	508	338	536	352	1,920	1,298	3,218
1:00 PM	478	370	468	367	497	412	476	356	1,919	1,505	3,424
2:00 PM	480	386	464	384	452	390	475	376	1,871	1,536	3,407
3:00 PM	451	370	458	388	418	349	420	384	1,747	1,491	3,238
4:00 PM	434	406	420	428	422	426	408	391	1,684	1,651	3,335
5:00 PM	406	432	377	392	408	464	450	408	1,641	1,696	3,337
6:00 PM	412	419	368	385	422	418	367	416	1,569	1,638	3,207
7:00 PM	363	414	390	396	393	388	316	417	1,462	1,615	3,077
8:00 PM	342	446	302	394	263	404	271	350	1,178	1,594	2,772
9:00 PM	208	426	220	358	204	344	152	336	784	1,464	2,248
10:00 PM	164	332	190	354	146	306	128	270	628	1,262	1,890
11:00 PM	132	293	140	247	141	242	132	182	545	964	1,509
12:00 AM	108	200	100	145	100	168	78	158	386	671	1,057
Total	5,843	5,757	5,870	5,625	6,080	5,783	6,057	5,520	23,850	22,685	46,535

Twenty-Four Hour Volume: **46,535** **Vehicles Per Day**

A.M. Peak Hour Is From ***11:00 AM*** **TO** ***12:00 PM***
Volume of ***3,218*** **Is** ***6.9%*** **Of 24-Hour Volume**

P.M. Peak Hour Is From ***12:30 PM*** **TO** ***1:30 PM***
Volume of ***3,455*** **Is** ***7.4%*** **Of 24-Hour Volume**

	% Northbound	% Southbound
AM Directional Distribution	60%	40%
PM Directional Distribution	55%	45%

Machine Count Made By: *All Traffic Data Services, Inc.*
Day-of-Week of Count: *Saturday*
Date of Count: *9-Feb-08*
Report Prepared By: *JRA*
Date Report Prepared: *16-Feb-08*

Appendix B

TRIP GENERATION ANALYSIS
PBS&J

PROJECT: *Development of Regional Impact Gwinnett Minor League Baseball Stadium*

CLIENT: *Gwinnett Convention and Visitors Bureau* **DATE:** *January 2008*

PARCEL IDENTIFICATION: *Gwinnett Minor League Baseball Stadium*

LAND USE

ITE LAND USE CODE: *820*
Land Use: *SHOPPING CENTER*

Trip Rate Units - Trips Per 1000 Square Feet Gross Leasable Area

Gross Square Feet For Site (In Thousands): *73.0*

TRIP END CALCULATION

		DIRECTIONAL DISTRIBUTION			
		PERCENT		TRIPS	
		IN	OUT	IN	OUT
DAILY					
AVERAGE TRIP RATE:	42.94				
TRIP ENDS (AVG. TRIP RATE)	3,135				
TRIP END EQUATION					
*Ln(Trip Ends) = 0.65 * Ln(Sq. Ft. in 1000's) + 5.83*					
Daily Trip Ends =	5,535	50	50	2,768	2,767
AM PEAK HOUR					
AVERAGE TRIP RATE:	1.03				
TRIP ENDS (AVG. TRIP RATE)	75				
TRIP END EQUATION					
*Ln(Trip Ends) = 0.60 * Ln(Sq. Ft. in 1000's) + 2.29*					
AM Peak Trip Ends =	130	61	39	79	51
PM PEAK HOUR					
AVERAGE TRIP RATE:	3.75				
TRIP ENDS (AVG. TRIP RATE)	274				
TRIP END EQUATION					
*Ln(Trip Ends) = 0.66 * Ln(Sq. Ft. in 1000's) + 3.40*					
PM Peak Trip Ends =	509	48	52	244	265

Source: TRIP GENERATION 7th Edition, ITE 2003

Appendix C

Existing (2008) Weekday PM Peak Hour

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - Existing Conditions

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 08EX_PM.IN
CORSIM FILE = 08ex_pm.out
MOE PROGRAM OUTPUT FILE = 08ex_pm.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 08ex_pm.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	21.38	8.13	29.50
TOTAL VEHICLE-MILES OF TRAVEL =	15621.04	24875.80	40496.84
TOTAL VEHICLE-HOURS OF TRAVEL =	497.18	385.10	882.29
TOTAL VEHICLE-HOURS OF DELAY =	157.49	29.46	186.95
AVERAGE SPEED =	31.42	64.60	45.90
TRAFFIC SIGNAL PHASE FAILURES =	156		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 08ex_pm.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	360	359	99.7%	827	785	94.9%
8002	Old Peachtree Rd, West	1578	1579	100.1%	504	471	93.5%
8003	Rock Springs Rd, East	219	219	100.0%	353	361	102.3%
8004	State Route 20, South	1493	1493	100.0%	1470	1430	97.3%
8005	State Route 20, North	1764	1762	99.9%	2534	2601	102.6%
8006	I-85, West	4500	4438	98.6%	2840	2792	98.3%
8009	I-85, East	2932	2935	100.1%	3825	3800	99.3%
	TOTAL NETWORK	12846	12785	99.5%	12353	12240	99.1%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES =   -493

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES =   -545

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 08ex_pm.out

Node= 31, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	463	463	2.2	A	100.0%	0	788	1 0 0 0 0 0 5									
SB	235	215	10.6	B	91.5%	0	813	2 0 0 0 0 0 7									
TOTAL	698	678	4.9	A	97.1%	0											

Node= 31, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						> RT		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	463	2.2	A						
SB	10	22.8	C,	0	0.0	-,	205	10.0	B

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	113	119	1.8	A	105.3%	0	1910	1 0 0 0 0 0 2									
SB	77	51	8.9	A	66.2%	0	2332	2 0 0 0 0 0 3									
TOTAL	190	170	3.9	A	89.5%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

Dir	TOTAL LT Vol	LT CDel	LT LOS	Thru Vol	Thru CDel	Thru LOS	RT Vol	RT CDel	RT LOS
EB LT	119	1.8	A						
SB	18	11.6	B	0	0.0	-	33	7.4	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	692	672	60.0	E	97.1%	7	1516	39 0 0 0 0 2 4									
WB	360	359	42.7	D	99.7%	1	829	10 0 0 0 0 0 4									
NB	1493	1496	31.4	C	100.2%	0	1353	1615 0 0 0 1 6									
SB	1679	1628	47.3	D	97.0%	57	1095	2626 0 0 0 113									
TOTAL	4224	4155	43.2	D	98.4%	65											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

Dir	TOTAL LT Vol	LT CDel	LT LOS	Thru Vol	Thru CDel	Thru LOS	RT Vol	RT CDel	RT LOS
EB	135	66.3	E	425	60.0	E	112	52.4	D
WB	37	53.9	D	178	47.0	D	144	34.5	C
NB	163	24.1	C	1304	32.6	C	29	18.7	B
SB	327	66.2	E	1282	42.7	D	19	31.1	C

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 2	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 3	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 4	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 5	MAQ Q 1	2	3	4	5	6	7
EB	207	216	38.6	D	104.3%	0	649	4	5	0	0	0	0	5																																							
NB	1583	1583	15.2	B	100.0%	30	537	1816	0	0	0	0	1																																									
SB	1751	1666	0.6	A	95.1%	0	496	3	6	0	0	0	0	1																																									
TOTAL	3541	3465	9.6	A	97.9%	30																																																	

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	181	43.6	D,	0	0.0	-,	35	12.5	B
NB	10	13.2	B,	1573	15.2	B,	0	0.0	-
SB	0	0.0	-,	1593	0.5	A,	73	2.3	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 2	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 3	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 4	MAX Q 1	2	3	4	5	6	7	Link Dist	LINK 5	MAQ Q 1	2	3	4	5	6	7
EB	371	357	40.3	D	96.2%	1	714	19	0	0	0	0	0	3																																								
WB	219	220	23.0	C	100.5%	0	882	6	0	0	0	0	0	0																																									
NB	1725	1743	25.8	C	101.0%	3	497	2224	0	0	0	1	5																																									
SB	2074	1998	22.8	C	96.3%	57	2469	2220	0	0	0	212																																										
TOTAL	4389	4318	25.5	C	98.4%	61																																															

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	277	42.4	D,	47	41.0	D,	33	21.6	C
WB	32	25.8	C,	38	25.6	C,	150	21.7	C
NB	86	44.5	D,	1619	25.2	C,	38	10.8	B
SB	275	49.5	D,	1604	19.3	B,	119	8.9	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 2 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 3 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 4 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 5 1	2	3	4	5	6	7	MAQ Q
EB LT	27	18	0.8	A	66.7%	0	451	0	1	0	0	0	0	0																																		
SB	28	28	4.0	A	100.0%	0	446	4	0	0	0	0	0	0																																		
TOTAL	55	46	2.7	A	83.6%	0																																										

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>	
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	18	0.8	A						
SB	7	5.9	A,	0	0.0	-,	21	3.4	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 08ex_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 2 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 3 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 4 1	2	3	4	5	6	7	MAX Q Link Dist	LINK 5 1	2	3	4	5	6	7	MAQ Q
WB LT	6	2	0.0	A	33.3%	0	685	0	0	0	0	0	0	0																																		
NB	39	31	4.9	A	79.5%	0	195	3	0	0	0	0	0	0																																		
TOTAL	45	33	4.6	A	73.3%	0																																										

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 08ex_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>	
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
WB LT	2	0.0	A						
NB	20	5.2	A,	0	0.0	-,	11	4.4	A

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 08ex_pm.out

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	4438	98.6%	1.9	66.28	33.7	35.32	E
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	4431	98.5%	1.2	64.62	34.3	36.07	F
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3825	3783	98.9%	2.3	60.47	27.6	29.09	D
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3825	3783	98.9%	1.0	63.51	29.8	31.42	D
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	2932	2935	100.1%	1.2	67.26	21.9	23.02	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	2932	2932	100.0%	1.1	65.03	22.5	23.68	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2840	2805	98.8%	2.4	59.95	21.4	22.58	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2840	2792	98.3%	2.6	64.42	21.7	22.86	C

Program completed.

Existing (2008) Saturday Peak Hour

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - Existing Conditions, Saturday

INPUT FILENAMES AND PARAMETERS:

```
MOE PROGRAM RUN FILE        = 08EX_ST.IN
CORSIM FILE                 = 08ex_st.out
MOE PROGRAM OUTPUT FILE     = 08ex_st.prn

ECHO OF NETSIM TABLE 1?     =  NO
ECHO OF NETSIM MAX QUEUES?  =  NO
ECHO OF NETSIM TURN STATS?  =  NO
ECHO OF FRESIM TABLE?       =  NO

SHOW NETWORK-WIDE SUMMARY?  = YES
NUMBER OF ENTRY/EXIT LINKS  =   7, ECHO INPUT? =  NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS     =   7, ECHO INPUT? =  NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS =   8, ECHO INPUT AND SHOW ANALYSIS? = YES
```

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 08ex_st.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	21.38	8.13	29.51
TOTAL VEHICLE-MILES OF TRAVEL =	13052.91	19849.60	32902.51
TOTAL VEHICLE-HOURS OF TRAVEL =	401.57	301.32	702.89
TOTAL VEHICLE-HOURS OF DELAY =	120.53	17.77	138.29
AVERAGE SPEED =	32.51	65.87	46.81
TRAFFIC SIGNAL PHASE FAILURES =	116		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 08ex_st.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	416	416	100.0%	407	410	100.7%
8002	Old Peachtree Rd, West	627	628	100.2%	556	519	93.3%
8003	Rock Springs Rd, East	244	244	100.0%	174	169	97.1%
8004	State Route 20, South	1443	1442	99.9%	1096	1146	104.6%
8005	State Route 20, North	1713	1713	100.0%	3026	3003	99.2%
8006	I-85, West	3000	2999	100.0%	2795	2744	98.2%
8009	I-85, East	3000	2997	99.9%	2389	2460	103.0%
	TOTAL NETWORK	10443	10439	100.0%	10443	10451	100.1%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 0

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 12

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 08ex_st.out

Node= 31, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	243	234	3.0	A	96.3%	0	788	0 0 0 0 0 0 4									
SB	247	219	9.1	A	88.7%	0	812	2 0 0 0 0 0 6									
TOTAL	490	453	6.0	A	92.4%	0											

Node= 31, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	234	3.0	A						
SB	15	8.0	A,	0	0.0	-,	204	9.2	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB LT	59	71	2.5	A	120.3%	0	1909	0 0 0 0 0 0 3													
SB	84	71	8.3	A	84.5%	0	2332	4 0 0 0 0 0 2													
TOTAL	143	142	5.4	A	99.3%	0															

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	71	2.5	A						
SB	25	7.6	A,	0	0.0	-,	46	8.7	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	357	347	26.0	C	97.2%	0	1517	10 0 0 0 0 2 5													
WB	416	413	45.4	D	99.3%	1	829	15 0 0 0 0 0 3													
NB	1443	1443	31.1	C	100.0%	0	1353	1615 0 0 0 1 4													
SB	1233	1286	40.8	D	104.3%	46	1095	2425 0 0 0 113													
TOTAL	3449	3489	35.9	D	101.2%	47															

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	116	36.6	D,	169	22.1	C,	62	16.9	B
WB	42	45.5	D,	197	47.3	D,	174	43.3	D
NB	124	15.0	B,	1303	32.9	C,	16	12.5	B
SB	231	43.4	D,	1044	40.5	D,	11	14.9	B

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q

EB	114	133	35.5	D	116.7%	0	649	2 3 0 0 0 0 3
NB	1613	1580	15.1	B	98.0%	30	536	1618 0 0 0 0 1
SB	1318	1304	0.8	A	98.9%	0	496	3 3 0 0 0 0 1
TOTAL	3045	3017	9.8	A	99.1%	30		

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

Dir	< LT Vol	LT CDel	LT, LOS,	Thru Vol	TOTAL Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS >
EB	114	39.5	D,	0	0.0	-,	19	11.4	B
NB	11	11.2	B,	1569	15.1	B,	0	0.0	-
SB	0	0.0	-,	1246	0.7	A,	58	2.1	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 MAX Q 1 2 3 4 5 6 7	Link Dist	LINK 2 MAX Q 1 2 3 4 5 6 7	Link Dist	LINK 3 MAX Q 1 2 3 4 5 6 7	Link Dist	LINK 4 MAX Q 1 2 3 4 5 6 7	Link Dist	LINK 5 MAQ Q 1 2 3 4 5 6 7
EB	290	271	33.3	C	93.4%	0	714	17 0 0 0 0 0 3								
WB	244	243	22.7	C	99.6%	0	883	6 0 0 0 0 0 0								
NB	1698	1690	25.2	C	99.5%	3	497	2121 0 0 0 1 5								
SB	1524	1502	16.4	B	98.6%	36	2469	1411 0 0 0 2 6								
TOTAL	3756	3706	22.1	C	98.7%	39										

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

Dir	< LT Vol	LT CDel	LT, LOS,	Thru Vol	TOTAL Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS >
EB	205	38.1	D,	19	34.4	C,	47	12.0	B
WB	33	29.5	C,	23	38.5	D,	187	19.5	B
NB	58	40.0	D,	1615	24.7	C,	17	21.0	C
SB	133	30.7	C,	1221	16.2	B,	148	5.3	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	25	23	1.5	A	92.0%	0	451	0 2 0 0 0 0 0									
SB	27	31	4.7	A	114.8%	0	446	2 0 0 0 0 0 0									
TOTAL	52	54	3.3	A	103.8%	0											

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	23	1.5	A						
SB	15	4.7	A,	0	0.0	-,	16	4.7	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 08ex_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
WB LT	12	11	2.1	A	91.7%	0	675	1 0 0 0 0 0 0									
NB	35	37	3.4	A	105.7%	0	195	2 0 0 0 0 0 0									
TOTAL	47	48	3.1	A	102.1%	0											

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 08ex_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
WB LT	11	2.1	A						
NB	11	3.8	A,	0	0.0	-,	26	3.2	A

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 08ex_st.out

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	2999	66.6%	1.2	67.83	22.3	23.32	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	3000	66.7%	0.8	66.18	22.7	23.86	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3825	2464	64.4%	1.2	64.80	16.8	17.67	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3825	2459	64.3%	0.6	66.15	18.6	19.61	C
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	2932	2997	102.2%	1.2	67.53	22.4	23.41	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	2932	2998	102.3%	1.2	64.68	23.2	24.37	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2840	2750	96.8%	2.2	61.07	20.6	21.74	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2840	2744	96.6%	2.2	65.33	21.0	22.16	C

Program completed.

Future (2009) No-Build Weekday PM Peak Hour

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 No Build, PM

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09NB_PM.IN
CORSIM FILE = 09nb_pm.out
MOE PROGRAM OUTPUT FILE = 09nb_pm.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09nb_pm.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	21.38	8.13	29.50
TOTAL VEHICLE-MILES OF TRAVEL =	16123.33	25358.20	41481.53
TOTAL VEHICLE-HOURS OF TRAVEL =	527.47	392.05	919.52
TOTAL VEHICLE-HOURS OF DELAY =	176.74	29.17	205.91
AVERAGE SPEED =	30.57	64.68	45.11
TRAFFIC SIGNAL PHASE FAILURES =	164		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09nb_pm.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	375	375	100.0%	860	817	95.0%
8002	Old Peachtree Rd, West	1642	1645	100.2%	524	483	92.2%
8003	Rock Springs Rd, East	227	227	100.0%	367	362	98.6%
8004	State Route 20, South	1552	1552	100.0%	1529	1468	96.0%
8005	State Route 20, North	1835	1835	100.0%	2635	2679	101.7%
8006	I-85, West	4500	4447	98.8%	2953	2946	99.8%
8009	I-85, East	3050	3048	99.9%	3798	3796	99.9%
	TOTAL NETWORK	13181	13129	99.6%	12666	12551	99.1%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -515

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -578

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09nb_pm.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09nb_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	1642	1644	8.2	A	100.1%	0	789	15 0 0 0 0 0 1	1												
WB	339	343	28.6	C	101.2%	0	1420	15 0 0 0 0 0 0	0												
SB	244	219	11.9	B	89.8%	0	812	4 0 0 0 0 0 9													
TOTAL	2225	2206	11.7	B	99.1%	0															

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	483	11.3	B,	1161	6.9	A,	0	0.0	-
WB	0	0.0	-,	286	29.9	C,	57	22.0	C
SB	10	60.4	E,	0	0.0	-,	209	9.6	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09nb_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	118	122	2.6	A	103.4%	0	1909	1 0 0 0 0 0 4									
SB	80	53	6.5	A	66.2%	0	2333	2 0 0 0 0 0 2									
TOTAL	198	175	3.8	A	88.4%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	122	2.6	A						
SB	20	6.6	A,	0	0.0	-,	33	6.4	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09nb_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	720	706	40.7	D	98.1%	0	1516	26 0 0 0 0 5 5									
WB	375	374	31.1	C	99.7%	1	829	7 0 0 0 0 5 4									
NB	1552	1555	33.4	C	100.2%	5	1353	1718 0 0 0 1 9									
SB	1746	1654	43.3	D	94.7%	36	1095	2828 0 0 110 7									
TOTAL	4393	4289	38.2	D	97.6%	42											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	134	51.3	D,	455	42.9	D,	117	20.1	C
WB	37	57.2	E,	187	37.0	D,	150	17.3	B
NB	174	30.1	C,	1352	34.3	C,	29	12.8	B
SB	327	37.3	D,	1310	45.0	D,	17	30.2	C

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09nb_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1	MAX Q	Link Dist	LINK 2	MAX Q	Link Dist	LINK 3	MAX Q	Link Dist	LINK 4	MAX Q	Link Dist	LINK 5	MAQ Q
EB	216	223	44.8	D	103.2%	1	649	2 6 0 0 0 0 5													
NB	1646	1635	18.1	B	99.3%	30	537	1717 0 0 0 0 1													
SB	1821	1684	0.4	A	92.5%	0	496	1 2 0 0 0 0 1													
TOTAL	3683	3542	11.4	B	96.2%	31															

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	180	52.7	D,	0	0.0	-,	43	11.8	B
NB	10	20.6	C,	1625	18.1	B,	0	0.0	-
SB	0	0.0	-,	1610	0.3	A,	74	2.0	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09nb_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1	MAX Q	Link Dist	LINK 2	MAX Q	Link Dist	LINK 3	MAX Q	Link Dist	LINK 4	MAX Q	Link Dist	LINK 5	MAQ Q
EB	386	381	27.3	C	98.7%	0	713	8 0 0 0 0 311													
WB	227	227	21.9	C	100.0%	0	882	6 0 0 0 0 0 2													
NB	1794	1806	29.4	C	100.7%	9	497	2424 0 0 0 1 6													
SB	2157	2007	37.1	D	93.0%	82	2469	2422 0 0 0 213													
TOTAL	4564	4421	32.3	C	96.9%	91															

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	292	30.1	C,	51	25.5	C,	38	8.4	A
WB	34	25.2	C,	39	32.8	C,	154	18.4	B
NB	87	53.9	D,	1680	28.5	C,	39	14.9	B
SB	273	115.7	F,	1614	25.6	C,	120	12.8	B

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09nb_pm.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB LT	28	20	0.7	A	71.4%	0	450	0	1	0	0	0	0	0																																	
SB	29	27	3.7	A	93.1%	0	445	2	0	0	0	0	0	0																																	
TOTAL	57	47	2.4	A	82.5%	0																																								

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	20	0.7	A						
SB	6	3.7	A,	0	0.0	-,	21	3.7	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09nb_pm.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
WB LT	6	2	0.0	A	33.3%	0	685	1	0	0	0	0	0	0																																	
NB	41	33	5.0	A	80.5%	0	196	2	0	0	0	0	0	0																																	
TOTAL	47	35	4.7	A	74.5%	0																																								

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09nb_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
WB LT	2	0.0	A						
NB	22	5.1	A,	0	0.0	-,	11	4.8	A

****

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09nb_pm.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	4447	98.8%	1.9	66.31	33.7	35.38	E
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	4446	98.8%	1.2	64.55	34.4	36.17	F
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	3794	99.9%	2.1	61.36	27.3	28.70	D
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	3799	100.0%	0.9	64.16	29.6	31.23	D
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3048	99.9%	1.3	67.43	22.8	23.84	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3043	99.8%	1.2	64.88	23.5	24.69	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	2943	99.7%	2.6	59.45	22.7	23.91	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	2946	99.8%	2.5	64.67	22.8	24.03	C

Program completed.

Future (2009) No-Build Saturday Peak Hour

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 No Build, Saturday

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09NB_ST.IN
CORSIM FILE = 09nb_st.out
MOE PROGRAM OUTPUT FILE = 09nb_st.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09nb_st.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES	21.37	8.13	29.50
TOTAL VEHICLE-MILES OF TRAVEL	13721.42	19423.00	33144.42
TOTAL VEHICLE-HOURS OF TRAVEL	427.20	295.07	722.27
TOTAL VEHICLE-HOURS OF DELAY	131.91	17.33	149.24
AVERAGE SPEED	32.12	65.82	45.89
TRAFFIC SIGNAL PHASE FAILURES	102		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09nb_st.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	433	433	100.0%	423	419	99.1%
8002	Old Peachtree Rd, West	652	650	99.7%	578	537	92.9%
8003	Rock Springs Rd, East	254	253	99.6%	181	168	92.8%
8004	State Route 20, South	1501	1501	100.0%	1140	1203	105.5%
8005	State Route 20, North	1753	1752	99.9%	3147	3254	103.4%
8006	I-85, West	3000	3000	100.0%	2787	2647	95.0%
8009	I-85, East	3000	3000	100.0%	2364	2387	101.0%
	TOTAL NETWORK	10593	10589	100.0%	10620	10615	100.0%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 27

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 26

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09nb_st.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09nb_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	652	651	6.2	A	99.8%	0	788	6 0 0 0 0 0 5									
WB	383	378	32.5	C	98.7%	0	1420	17 0 0 0 0 0 0									
SB	257	233	12.1	B	90.7%	0	813	3 0 0 0 0 0 9									
TOTAL	1292	1262	15.2	B	97.7%	0											

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	239	9.3	A,	412	4.4	A,	0	0.0	-
WB	0	0.0	-,	328	33.8	C,	50	23.7	C
SB	16	34.5	C,	0	0.0	-,	217	10.4	B

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09nb_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	61	71	2.0	A	116.4%	0	1909	0 0 0 0 0 0 3									
SB	87	74	6.0	A	85.1%	0	2333	2 0 0 0 0 0 2									
TOTAL	148	145	4.0	A	98.0%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	71	2.0	A						
SB	25	6.9	A,	0	0.0	-,	49	5.6	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09nb_st.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	371	377	22.8	C	101.6%	0	1517	9 0 0 0 0 3 5									
WB	433	430	25.7	C	99.3%	0	829	8 0 0 0 0 6 2									
NB	1501	1500	31.8	C	99.9%	0	1354	1616 0 0 0 1 4									
SB	1282	1331	42.1	D	103.8%	30	1095	2424 0 0 1 6 5									
TOTAL	3587	3638	33.9	C	101.4%	30											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	134	26.8	C,	168	25.5	C,	75	9.7	A
WB	43	31.0	C,	202	34.2	C,	185	15.2	B
NB	140	19.2	B,	1346	33.3	C,	14	14.3	B
SB	236	33.8	C,	1083	44.0	D,	12	34.7	C

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09nb_st.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAX Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	119	134	38.4	D	112.6%	0	650	1	4	0	0	0	0	3																																	
NB	1678	1670	15.9	B	99.5%	30	537	1818	0	0	0	0	0	1																																	
SB	1371	1357	0.4	A	99.0%	0	496	1	1	0	0	0	0	1																																	
TOTAL	3168	3161	10.2	B	99.8%	30																																								

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	110	44.8	D,	0	0.0	-,	24	9.0	A
NB	11	12.4	B,	1659	15.9	B,	0	0.0	-
SB	0	0.0	-,	1301	0.3	A,	56	1.6	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09nb_st.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAX Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	302	284	27.6	C	94.0%	0	713	6	0	0	0	0	210																																	
WB	254	254	19.7	B	100.0%	0	883	6	0	0	0	0	0	2																																	
NB	1766	1774	26.9	C	100.5%	5	496	2222	0	0	0	1	4																																	
SB	1585	1551	20.3	C	97.9%	37	2469	1618	0	0	0	2	8																																	
TOTAL	3907	3863	23.8	C	98.9%	42																																								

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	211	31.6	C,	23	26.4	C,	50	11.3	B
WB	35	27.3	C,	23	30.9	C,	196	17.0	B
NB	60	42.4	D,	1698	26.4	C,	16	19.0	B
SB	133	45.3	D,	1273	19.2	B,	145	7.2	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09nb_st.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB LT	26	22	1.0	A	84.6%	0	451	0	1	0	0	0	0	0																																	
SB	28	32	4.4	A	114.3%	0	445	4	0	0	0	0	0	0																																	
TOTAL	54	54	3.0	A	100.0%	0																																								

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	22	1.0	A						
SB	15	5.3	A,	0	0.0	-,	17	3.6	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09nb_st.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
WB LT	12	11	2.4	A	91.7%	0	676	1	0	0	0	0	0	0																																	
NB	36	38	4.8	A	105.6%	0	195	2	0	0	0	0	0	0																																	
TOTAL	48	49	4.3	A	102.1%	0																																								

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09nb_st.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
WB LT	11	2.4	A						
NB	11	5.9	A,	0	0.0	-,	27	4.4	A

****

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09nb_st.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	3000	66.7%	1.2	67.77	22.3	23.35	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	3000	66.7%	0.9	66.05	22.7	23.86	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	2383	62.7%	1.1	65.12	16.2	17.04	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	2380	62.7%	0.5	66.37	17.9	18.92	C
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3000	98.4%	1.3	67.19	22.5	23.55	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	2997	98.3%	1.3	64.28	23.3	24.51	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	2653	89.8%	2.1	61.20	19.8	20.88	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	2647	89.6%	2.2	65.07	20.3	21.46	C

Program completed.

Future (2009) Build Weekday PM Peak Hour

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, PM (w/o improvements)

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09BD_PM.IN
CORSIM FILE = 09bd_pm.out
MOE PROGRAM OUTPUT FILE = 09bd_pm.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 11, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09bd_pm.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	23.39	8.14	31.52
TOTAL VEHICLE-MILES OF TRAVEL =	18387.22	24874.40	43261.62
TOTAL VEHICLE-HOURS OF TRAVEL =	742.55	434.86	1177.41
TOTAL VEHICLE-HOURS OF DELAY =	337.20	79.33	416.53
AVERAGE SPEED =	24.76	57.20	36.74
TRAFFIC SIGNAL PHASE FAILURES =	91		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09bd_pm.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	496	495	99.8%	884	802	90.7%
8002	Old Peachtree Rd, West	1811	1807	99.8%	557	516	92.6%
8003	Rock Springs Rd, East	252	250	99.2%	372	376	101.1%
8004	State Route 20, South	1710	1709	99.9%	1560	1459	93.5%
8005	State Route 20, North	2101	2100	100.0%	2688	2760	102.7%
8006	I-85, West	4500	4384	97.4%	3223	3117	96.7%
8009	I-85, East	3343	3340	99.9%	3442	3258	94.7%
	TOTAL NETWORK	14213	14085	99.1%	12726	12288	96.6%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -1487

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -1797

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09bd_pm.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Dist	LINK 2 1 2 3 4 5 6 7	MAX Q Dist	LINK 3 1 2 3 4 5 6 7	MAX Q Dist	LINK 4 1 2 3 4 5 6 7	MAX Q Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	1811	1816	13.8	B	100.3%	0	789	27 0 0 0 0 0 12									
WB	368	350	14.2	B	95.1%	0	1420	11 0 0 0 0 0 0	0								
SB	249	226	9.0	A	90.8%	0	813	3 0 0 0 0 0 8									
TOTAL	2428	2392	13.4	B	98.5%	0											

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	508	14.2	B,	1308	13.6	B,	0	0.0	-
WB	0	0.0	-,	299	14.8	B,	51	10.5	B
SB	5	31.2	C,	0	0.0	-,	221	8.5	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	142	141	1.9	A	99.3%	0	1910	1 0 0 0 0 0 3									
SB	85	61	6.8	A	71.8%	0	2332	4 0 0 0 0 0 2									
TOTAL	227	202	3.4	A	89.0%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	141	1.9	A						
SB	24	6.7	A,	0	0.0	-,	37	6.9	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	841	822	36.7	D	97.7%	0	1517	28 0 0 0 0 4 5									
WB	496	494	28.2	C	99.6%	0	830	7 0 0 0 0 5 3									
NB	1710	1707	29.7	C	99.8%	5	1353	1818 0 0 0 3 8									
SB	1825	1682	43.1	D	92.2%	1	1095	2827 0 0 2 8 8									
TOTAL	4872	4705	35.6	D	96.6%	6											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	270	41.2	D,	440	38.0	D,	112	20.9	C
WB	30	50.7	D,	171	41.5	D,	293	18.1	B
NB	172	28.3	C,	1500	30.2	C,	35	15.6	B
SB	333	35.9	D,	1318	45.4	D,	31	22.0	C

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_pm.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	259	255	41.5	D	98.5%	0	648	3	5	0	0	0	0	6																																		
NB	1748	1697	30.3	C	97.1%	35	536	2828	0	0	0	0	2																																		
SB	2560	2355	10.7	B	92.0%	0	496	2021	0	0	0	0	5																																		
TOTAL	4567	4307	20.2	C	94.3%	35																																								

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	208	46.3	D,	0	0.0	-,	47	20.1	C
NB	18	35.0	D,	1679	30.2	C,	0	0.0	-
SB	0	0.0	-,	2085	11.1	B,	270	7.6	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_pm.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	391	404	31.3	C	103.3%	1	713	9	0	0	0	0	3	9																																		
WB	252	251	25.8	C	99.6%	0	883	6	0	0	0	0	0	2																																		
NB	1939	1871	41.7	D	96.5%	35	496	2524	0	0	0	1	8																																		
SB	2896	2715	60.1	E	93.8%	2	2470	6560	0	0	0	312																																				
TOTAL	5478	5241	49.7	D	95.7%	38																																								

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	304	31.4	C,	56	32.3	C,	44	29.2	C
WB	35	35.9	D,	60	32.9	C,	156	20.8	C
NB	74	167.6	F,	1755	36.9	D,	42	22.4	C
SB	281	96.8	F,	2304	56.0	E,	130	53.0	D

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	28	22	1.0	A	78.6%	0	451	0 1 0 0 0 0 0									
WB LT	222	198	1.7	A	89.2%	0	605	0 1 0 0 0 0 3									
NB	58	58	6.2	A	100.0%	0	991	1 1 0 0 0 0 0									
SB	78	65	5.6	A	83.3%	0	445	3 0 0 0 0 0 0									
TOTAL	386	343	3.2	A	88.9%	0											

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	22	1.0	A						
WB LT	198	1.7	A						
NB	5	5.8	A,	10	13.9	B,	43	4.5	A
SB	6	3.9	A,	41	6.9	A,	18	3.3	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
WB LT	30	22	1.6	A	73.3%	0	685	2 0 0 0 0 0 0									
NB	50	42	6.3	A	84.0%	0	196	4 0 0 0 0 0 0									
TOTAL	80	64	4.7	A	80.0%	0											

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
WB LT	22	1.6	A						
NB	24	6.9	A,	0	0.0	-,	18	5.5	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	157	157	38.1	D	100.0%	0	1091	3 5 0 0 0 0 0									
NB	2046	2060	16.9	B	100.7%	0	499	1516 0 0 0 017									
SB	2179	1986	51.5	D	91.1%	12	774	3939 0 0 0 0 4									
TOTAL	4382	4203	34.0	C	95.9%	12											

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	99	51.0	D,	0	0.0	-,	58	16.1	B
NB	405	47.8	D,	1655	9.3	A,	0	0.0	-
SB	0	0.0	-,	1719	55.3	E,	267	27.1	C

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	29	8	7.7	A	27.6%	0	1088	1 0 0 0 0 0 0									
TOTAL	29	8	7.7	A	27.6%	0											

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >	
	LT	LT LT, Thru Thru Thr, RT RT RT
Dir	Vol	CDel LOS, Vol CDel LOS, Vol CDel LOS
EB	0	0.0 -, 0 0.0 -, 8 7.7 A

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	30	7	291.7	F	23.3%	0	1093	3 0 0 0 0 0 0													
TOTAL	30	7	291.7	F	23.3%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >	
	LT	LT LT, Thru Thru Thr, RT RT RT
Dir	Vol	CDel LOS, Vol CDel LOS, Vol CDel LOS
EB	0	0.0 -, 0 0.0 -, 7 291.7 F

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	24	3	156.1	F	12.5%	0	1073	1 0 0 0 0 0 0													
TOTAL	24	3	156.1	F	12.5%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >									
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS	
EB	0	0.0	-,	0	0.0	-,	3	156.1	F	

****

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09bd_pm.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	4384	97.4%	18.3	45.03	49.2	51.36	F
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	4371	97.1%	10.5	40.69	53.6	54.77	F
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	3260	85.8%	2.3	60.58	23.8	25.09	C
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	3269	86.1%	0.8	64.31	25.4	26.81	D
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3340	109.5%	1.4	67.25	25.0	26.20	D
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3342	109.6%	1.4	63.82	26.2	27.54	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	3145	106.5%	2.9	58.54	24.6	25.95	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	3117	105.6%	2.7	64.28	24.4	25.58	C

Program completed.

Future (2009) Build Saturday Pre-Event

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, Saturday Pregame (w/o

INPUT FILENAMES AND PARAMETERS:

```
MOE PROGRAM RUN FILE        = 09BD_STI.IN
CORSIM FILE                 = 09bd_sti.out
MOE PROGRAM OUTPUT FILE     = 09bd_sti.prn

ECHO OF NETSIM TABLE 1?     =  NO
ECHO OF NETSIM MAX QUEUES?  =  NO
ECHO OF NETSIM TURN STATS?  =  NO
ECHO OF FRESIM TABLE?       =  NO

SHOW NETWORK-WIDE SUMMARY?  = YES
NUMBER OF ENTRY/EXIT LINKS  =   7, ECHO INPUT? =  NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS     =  11, ECHO INPUT? =  NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS =   8, ECHO INPUT AND SHOW ANALYSIS? = YES
```

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09bd_sti.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	23.39	8.13	31.52
TOTAL VEHICLE-MILES OF TRAVEL =	16310.14	18201.10	34511.24
TOTAL VEHICLE-HOURS OF TRAVEL =	559.68	276.21	835.89
TOTAL VEHICLE-HOURS OF DELAY =	201.98	16.03	218.01
AVERAGE SPEED =	29.14	65.90	41.29
TRAFFIC SIGNAL PHASE FAILURES =	44		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09bd_sti.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	554	553	99.8%	447	472	105.6%
8002	Old Peachtree Rd, West	822	821	99.9%	612	588	96.1%
8003	Rock Springs Rd, East	278	277	99.6%	186	185	99.5%
8004	State Route 20, South	1658	1656	99.9%	1171	1258	107.4%
8005	State Route 20, North	2020	2019	100.0%	3199	3331	104.1%
8006	I-85, West	3000	3002	100.1%	2764	2650	95.9%
8009	I-85, East	3000	2999	100.0%	2007	1910	95.2%
	TOTAL NETWORK	11332	11327	100.0%	10386	10394	100.1%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -946

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -933

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09bd_sti.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7
EB	822	822	7.8	A	100.0%	0	788	9 0 0 0 0 0 5								
WB	411	391	14.7	B	95.1%	0	1420	13 0 0 0 0 0 0								
SB	262	249	10.6	B	95.0%	0	812	3 0 0 0 0 0 9								
TOTAL	1495	1462	10.1	B	97.8%	0										

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	267	10.7	B,	555	6.4	A,	0	0.0	-
WB	0	0.0	-,	343	15.4	B,	48	9.7	A
SB	12	31.1	C,	0	0.0	-,	237	9.6	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	86	93	2.6	A	108.1%	0	1910	0 0 0 0 0 0 4									
SB	92	79	5.1	A	85.9%	0	2333	2 0 0 0 0 0 1									
TOTAL	178	172	3.8	A	96.6%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	93	2.6	A						
SB	33	4.7	A,	0	0.0	-,	46	5.4	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	492	504	26.4	C	102.4%	0	1516	13 0 0 0 0 5 5									
WB	554	552	27.2	C	99.6%	0	829	10 0 0 0 0 6 3									
NB	1658	1655	30.3	C	99.8%	0	1354	1717 0 0 0 1 5									
SB	1361	1470	42.3	D	108.0%	0	1096	2828 0 0 3 7 6									
TOTAL	4065	4181	33.6	C	102.9%	0											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	257	31.2	C,	179	24.4	C,	68	13.3	B
WB	42	40.6	D,	181	39.8	D,	329	18.6	B
NB	132	22.3	C,	1507	31.2	C,	16	16.5	B
SB	279	34.9	C,	1147	45.0	D,	44	20.0	B

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1						MAX Q	Link Dist	LINK 2						MAX Q	Link Dist	LINK 3						MAX Q	Link Dist	LINK 4						MAX Q	Link Dist	LINK 5						MAQ Q
								1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7
EB	162	168	41.6	D	103.7%	0	647	2	4	0	0	0	0	4																																
NB	1779	1732	23.1	C	97.4%	27	536	2828	0	0	0	0	0	2																																
SB	2110	2098	2.7	A	99.4%	0	496	7	8	0	0	0	0	2																																
TOTAL	4051	3998	13.2	B	98.7%	27																																								

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	145	46.2	D,	0	0.0	-,	23	12.6	B
NB	16	21.1	C,	1716	23.1	C,	0	0.0	-
SB	0	0.0	-,	1836	2.7	A,	262	2.8	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1						MAX Q	Link Dist	LINK 2						MAX Q	Link Dist	LINK 3						MAX Q	Link Dist	LINK 4						MAX Q	Link Dist	LINK 5						MAQ Q
								1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7
EB	306	294	38.3	D	96.1%	0	714	7	0	0	0	0	3	8																																
WB	278	277	28.9	C	99.6%	0	882	8	0	0	0	0	0	2																																
NB	1911	1851	32.6	C	96.9%	13	496	2525	0	0	0	1	4																																		
SB	2324	2308	17.4	B	99.3%	0	2470	2021	0	0	0	3	8																																		
TOTAL	4819	4730	25.3	C	98.2%	13																																								

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	213	42.9	D,	27	36.7	D,	54	21.0	C
WB	34	32.6	C,	54	39.9	D,	189	25.1	C
NB	43	64.4	E,	1791	32.0	C,	17	17.8	B
SB	142	56.4	E,	1999	15.4	B,	167	8.8	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_sti.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAX Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB LT	26	19	1.2	A	73.1%	0	451	1	1	0	0	0	0	0																																	
WB LT	222	212	1.5	A	95.5%	0	605	0	1	0	0	0	0	2																																	
NB	58	58	4.7	A	100.0%	0	991	1	1	0	0	0	0	0																																	
SB	77	68	7.2	A	88.3%	0	445	4	0	0	0	0	0	0																																	
TOTAL	383	357	3.1	A	93.2%	0																																								

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	19	1.2	A						
WB LT	212	1.5	A						
NB	5	2.4	A,	10	11.3	B,	43	3.4	A
SB	12	7.4	A,	42	8.4	A,	14	3.4	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_sti.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAQ Q	Link	LINK 5						MAX Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
WB LT	37	28	1.6	A	75.7%	0	677	1	0	0	0	0	0	0																																	
NB	46	38	6.6	A	82.6%	0	195	2	0	0	0	0	0	0																																	
TOTAL	83	66	4.5	A	79.5%	0																																								

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
WB LT	28	1.6	A						
NB	10	8.4	A,	0	0.0	-,	28	6.0	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	231	232	36.7	D	100.4%	0	1091	3 8 0 0 0 0 0									
NB	2077	2074	21.0	C	99.9%	4	499	2420 0 0 0 019									
SB	1724	1760	20.3	C	102.1%	0	773	2221 0 0 0 0 5									
TOTAL	4032	4066	21.6	C	100.8%	4											

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	154	49.5	D,	0	0.0	-,	78	11.5	B
NB	451	54.1	D,	1623	11.8	B,	0	0.0	-
SB	0	0.0	-,	1456	23.1	C,	304	6.9	A

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	29	28	7.6	A	96.6%	0	1091	1 0 0 0 0 0 0									
TOTAL	29	28	7.6	A	96.6%	0											

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >									
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT	
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS	
EB	0	0.0	-,	0	0.0	-,	28	7.6	A	

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	30	30	7.6	A	100.0%	0	1089	1 0 0 0 0 0 0													
TOTAL	30	30	7.6	A	100.0%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >									
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT	
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS	
EB	0	0.0	-,	0	0.0	-,	30	7.6	A	

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	24	24	12.4	B	100.0%	0	1080	1 0 0 0 0 0 0													
TOTAL	24	24	12.4	B	100.0%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	24	12.4	B

****

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09bd_sti.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	3002	66.7%	1.2	67.57	22.3	23.44	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	3001	66.7%	0.9	65.51	22.9	24.05	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	1899	50.0%	1.0	65.74	12.8	13.45	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	1912	50.3%	0.4	67.24	14.2	15.00	B
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	2999	98.3%	1.3	67.30	22.4	23.51	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3005	98.5%	1.2	64.64	23.2	24.39	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	2655	89.9%	2.1	61.11	19.9	20.91	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	2650	89.7%	2.2	65.25	20.3	21.42	C

Program completed.

Future (2009) Build Saturday Post Event

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, Saturday Postgame (w/

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09BD_STO.IN
CORSIM FILE = 09bd_sto.out
MOE PROGRAM OUTPUT FILE = 09bd_sto.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 11, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09bd_sto.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	23.38	8.13	31.51
TOTAL VEHICLE-MILES OF TRAVEL =	17262.65	19709.50	36972.15
TOTAL VEHICLE-HOURS OF TRAVEL =	750.08	306.18	1056.26
TOTAL VEHICLE-HOURS OF DELAY =	370.57	23.80	394.37
AVERAGE SPEED =	23.01	64.37	35.00
TRAFFIC SIGNAL PHASE FAILURES =	121		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09bd_sto.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	382	382	100.0%	729	649	89.0%
8002	Old Peachtree Rd, West	588	586	99.7%	930	884	95.1%
8003	Rock Springs Rd, East	230	230	100.0%	291	278	95.5%
8004	State Route 20, South	1261	1261	100.0%	1574	1455	92.4%
8005	State Route 20, North	2654	2654	100.0%	3541	3182	89.9%
8006	I-85, West	3000	3000	100.0%	4159	3496	84.1%
8009	I-85, East	3000	3001	100.0%	2376	2151	90.5%
	TOTAL NETWORK	11115	11114	100.0%	13600	12095	88.9%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 2485

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 981

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09bd_sto.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	588	584	9.2	A	99.3%	0	789	7 0 0 0 0 0 8									
WB	682	634	16.4	B	93.0%	0	1420	23 0 0 0 0 0 0									
SB	296	295	11.7	B	99.7%	0	812	2 0 0 0 0 0 9									
TOTAL	1566	1513	12.7	B	96.6%	0											

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	236	15.5	B,	348	4.9	A,	0	0.0	-
WB	0	0.0	-,	598	16.7	B,	36	11.4	B
SB	7	32.7	C,	0	0.0	-,	288	11.2	B

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	75	81	3.6	A	108.0%	0	1909	0 0 0 0 0 0 4									
SB	165	140	8.7	A	84.8%	0	2333	4 0 0 0 0 0 2									
TOTAL	240	221	6.8	A	92.1%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	81	3.6	A						
SB	24	6.2	A,	0	0.0	-,	116	9.2	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	418	408	25.2	C	97.6%	0	1516	14 0 0 0 0 3 5									
WB	382	380	27.2	C	99.5%	0	829	7 0 0 0 0 4 4									
NB	1261	1259	26.5	C	99.8%	2	1354	1312 0 0 0 1 5									
SB	2283	2045	39.6	D	89.6%	2	1095	3028 0 0 51313									
TOTAL	4344	4092	33.0	C	94.2%	4											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	143	27.8	C,	191	27.8	C,	74	13.3	B
WB	39	29.8	C,	165	41.2	D,	176	13.5	B
NB	116	31.6	C,	1127	26.2	C,	16	7.8	A
SB	444	37.8	D,	1339	43.2	D,	262	24.4	C

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	600	611	154.5	F	101.8%	28	640	933 0 0 0 0 8													
NB	2522	1438	69.7	E	57.0%	48	536	2828 0 0 0 0 2													
SB	1676	1719	1.9	A	102.6%	0	496	5 4 0 0 0 0 1													
TOTAL	4798	3768	52.5	D	78.5%	76															

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	521	180.0	F,	0	0.0	-,	90	6.9	A
NB	14	63.2	E,	1424	69.8	E,	0	0.0	-
SB	0	0.0	-,	1591	1.9	A,	128	2.5	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	322	295	32.7	C	91.6%	0	713	6 0 0 0 0 3 7													
WB	230	229	25.9	C	99.6%	0	883	6 0 0 0 0 0 2													
NB	3097	1945	42.1	D	62.8%	11	496	2525 0 0 0 1 3													
SB	1935	2011	15.2	B	103.9%	0	2469	1719 0 0 0 310													
TOTAL	5584	4480	28.6	C	80.2%	11															

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	169	35.1	D,	89	34.8	C,	37	16.5	B
WB	24	35.3	D,	53	33.7	C,	152	21.7	C
NB	37	58.5	E,	1889	41.9	D,	19	33.9	C
SB	171	48.3	D,	1668	12.7	B,	172	6.4	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_sto.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1							MAX Q	Link	LINK 2							MAX Q	Link	LINK 3							MAX Q	Link	LINK 4							MAX Q	Link	LINK 5							MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7
EB LT	22	17	2.5	A	77.3%	0	450	0	2	0	0	0	0	0																																					
WB LT	55	65	1.8	A	118.2%	0	608	0	0	0	0	0	0	2																																					
NB	656	655	20.3	C	99.8%	0	991	18	4	0	0	0	0	0																																					
SB	67	63	7.7	A	94.0%	0	445	4	0	0	0	0	0	0																																					
TOTAL	800	800	17.4	C	100.0%	0																																												

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	17	2.5	A						
WB LT	65	1.8	A						
NB	54	6.9	A,	99	6.8	A,	502	24.4	C
SB	33	9.4	A,	10	7.2	A,	20	5.1	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_sto.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1							MAX Q	Link	LINK 2							MAX Q	Link	LINK 3							MAX Q	Link	LINK 4							MAX Q	Link	LINK 5							MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7		Dist	1	2	3	4	5	6	7
WB LT	18	20	2.3	A	111.1%	0	675	1	0	0	0	0	0	0																																					
NB	148	136	4.5	A	91.9%	0	196	2	0	0	0	0	0	0																																					
TOTAL	166	156	4.2	A	94.0%	0																																												

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
WB LT	20	2.3	A						
NB	70	5.1	A,	0	0.0	-,	66	3.9	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	1777	490	508.7	F	27.6%	30	1091	5656 0 0 0 0 0	0												
NB	1468	1441	11.4	B	98.2%	0	499	1515 0 0 0 0 0	7												
SB	1681	1791	21.0	C	106.5%	0	773	1920 0 0 0 0 0	2												
TOTAL	4926	3722	81.5	F	75.6%	30															

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	244	834.1	F,	0	0.0	-,	246	186.0	F
NB	116	46.7	D,	1325	8.3	A,	0	0.0	-
SB	0	0.0	-,	1713	21.7	C,	78	5.9	A

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	107	107	14.7	B	100.0%	0	1091	2 0 0 0 0 0 0													
TOTAL	107	107	14.7	B	100.0%	0															

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >									
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT	
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS	
EB	0	0.0	-,	0	0.0	-,	107	14.7	B	

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	116	116	11.8	B	100.0%	0	1090	3 0 0 0 0 0 0													
TOTAL	116	116	11.8	B	100.0%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >									
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT	
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS	
EB	0	0.0	-,	0	0.0	-,	116	11.8	B	

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	45	45	10.4	B	100.0%	0	1079	1 0 0 0 0 0 0													
TOTAL	45	45	10.4	B	100.0%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09bd_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	45	10.4	B

****

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09bd_sto.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	3000	66.7%	1.3	67.73	22.3	23.36	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	3001	66.7%	0.9	65.66	22.9	24.03	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	2152	56.7%	1.3	64.50	14.8	15.55	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	2153	56.7%	0.4	67.02	16.1	16.95	B
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3001	98.4%	1.3	67.48	22.4	23.46	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3000	98.4%	1.2	64.44	23.3	24.49	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	3505	118.7%	4.9	52.47	30.6	32.09	D
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	3496	118.4%	4.0	61.72	28.4	29.88	D

Program completed.

Future (2009) Build Weekday PM Peak Hour with Required Improvements

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, PM (w/ improvements)

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09IM_PM.IN
CORSIM FILE = 09im_pm.out
MOE PROGRAM OUTPUT FILE = 09im_pm.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 11, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09im_pm.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES	23.37	8.13	31.50
TOTAL VEHICLE-MILES OF TRAVEL	18842.10	24246.50	43088.59
TOTAL VEHICLE-HOURS OF TRAVEL	644.41	467.86	1112.27
TOTAL VEHICLE-HOURS OF DELAY	228.83	120.51	349.34
AVERAGE SPEED	29.24	51.82	38.74
TRAFFIC SIGNAL PHASE FAILURES	38		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09im_pm.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	496	495	99.8%	884	827	93.6%
8002	Old Peachtree Rd, West	1811	1807	99.8%	557	534	95.9%
8003	Rock Springs Rd, East	252	250	99.2%	372	353	94.9%
8004	State Route 20, South	1710	1709	99.9%	1560	1623	104.0%
8005	State Route 20, North	2101	2100	100.0%	2688	2787	103.7%
8006	I-85, West	4500	4201	93.4%	3223	3162	98.1%
8009	I-85, East	3343	3341	99.9%	3442	3131	91.0%
	TOTAL NETWORK	14213	13903	97.8%	12726	12417	97.6%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -1487

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = -1486

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09im_pm.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	1811	1814	13.4	B	100.2%	0	789	27 0 0 0 0 0 8													
WB	368	349	12.4	B	94.8%	0	1420	10 0 0 0 0 0 0	0												
SB	249	239	8.7	A	96.0%	0	812	3 0 0 0 0 0	010												
TOTAL	2428	2402	12.8	B	98.9%	0															

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	506	12.9	B,	1308	13.6	B,	0	0.0	-
WB	0	0.0	-,	298	13.0	B,	51	8.7	A
SB	4	36.3	D,	0	0.0	-,	235	8.2	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 2 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 3 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 4 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 5 1 2 3 4 5 6 7	MAQ Q
EB LT	142	141	2.5	A	99.3%	0	1910	1 0 0 0 0 0 3									
SB	85	68	8.6	A	80.0%	0	2333	2 0 0 0 0 0 3									
TOTAL	227	209	4.5	A	92.1%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	141	2.5	A						
SB	36	11.5	B,	0	0.0	-,	32	5.3	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 2 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 3 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 4 1 2 3 4 5 6 7	MAX Q Dist	Link LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	841	834	42.8	D	99.2%	0	1517	33 0 0 0 0 6 5									
WB	496	494	25.3	C	99.6%	0	830	8 0 0 0 0 4 3									
NB	1710	1708	23.5	C	99.9%	8	1354	111110 0 0 312									
SB	1825	1871	44.9	D	102.5%	3	1095	212121 0 310 9									
TOTAL	4872	4907	35.1	D	100.7%	11											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	277	49.1	D,	445	44.4	D,	112	20.9	C
WB	30	52.3	D,	171	42.3	D,	293	12.6	B
NB	172	31.1	C,	1501	22.9	C,	35	12.3	B
SB	355	46.2	D,	1482	45.3	D,	34	15.1	B

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link 1 Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link 2 Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link 3 Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link 4 Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link 5 Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	259	257	34.9	C	99.2%	0	646	3 5 0 0 0 0 5													
NB	1748	1762	8.6	A	100.8%	0	536	101110 0 0 0 1													
SB	2560	2489	0.6	A	97.2%	0	496	3 2 1 0 0 0 2													
TOTAL	4567	4508	5.7	A	98.7%	0															

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	210	39.7	D,	0	0.0	-,	47	13.6	B
NB	17	24.5	C,	1745	8.4	A,	0	0.0	-
SB	0	0.0	-,	2188	0.4	A,	301	2.2	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link 1 Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link 2 Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link 3 Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link 4 Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link 5 Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	391	406	55.3	E	103.8%	1	713	12 0 0 0 0 3 8													
WB	252	251	30.6	C	99.6%	0	883	8 0 0 0 0 0 3													
NB	1939	1964	19.0	B	101.3%	9	497	111114 0 0 1 9													
SB	2896	2810	47.2	D	97.0%	17	2470	303347 0 0 313													
TOTAL	5478	5431	36.8	D	99.1%	27															

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	301	58.2	E,	63	63.1	E,	42	22.5	C
WB	35	51.3	D,	60	42.0	D,	156	21.6	C
NB	80	107.1	F,	1841	15.5	B,	43	5.3	A
SB	255	240.6	F,	2413	28.6	C,	142	16.7	B

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	28	23	0.9	A	82.1%	0	450	0 1 0 0 0 0 0									
WB LT	222	215	1.6	A	96.8%	0	582	0 1 0 0 0 0 3									
NB	58	59	5.0	A	101.7%	0	990	1 1 0 0 0 0 1									
SB	78	61	7.0	A	78.2%	0	445	3 0 0 0 0 0 0									
TOTAL	386	358	3.0	A	92.7%	0											

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	23	0.9	A						
WB LT	215	1.6	A						
NB	5	5.9	A,	10	7.7	A,	44	4.3	A
SB	5	3.6	A,	37	8.3	A,	19	5.3	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
WB LT	30	22	1.4	A	73.3%	0	672	3 0 0 0 0 0 0									
NB	50	46	9.1	A	92.0%	0	196	3 0 0 0 0 0 0									
TOTAL	80	68	6.6	A	85.0%	0											

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
WB LT	22	1.4	A						
NB	26	10.7	B,	0	0.0	-,	20	7.0	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	157	232	27.0	C	147.8%	0	1091	3 4 0 0 0 0 2									
NB	2046	2071	15.7	B	101.2%	0	499	9 910 0 01110									
SB	2179	2160	24.2	C	99.1%	0	774	151414 0 0 0 6									
TOTAL	4382	4463	20.4	C	101.8%	0											

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
EB	157	35.8	D,	0	0.0	-,	75	8.6	A
NB	462	47.8	D,	1609	6.5	A,	0	0.0	-
SB	0	0.0	-,	1852	26.9	C,	308	8.2	A

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	29	28	4.8	A	96.6%	0	1091	1 0 0 0 0 0 0									
TOTAL	29	28	4.8	A	96.6%	0											

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	28	4.8	A

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	30	30	10.7	B	100.0%	0	1089	1 0 0 0 0 0 0													
TOTAL	30	30	10.7	B	100.0%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	30	10.7	B

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_pm.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	24	24	12.8	B	100.0%	0	1080	1 0 0 0 0 0 0													
TOTAL	24	24	12.8	B	100.0%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_pm.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	24	12.8	B

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09im_pm.out

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	4201	93.4%	42.2	30.75	69.1	72.07	F
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	4194	93.2%	16.5	32.80	64.1	62.20	F
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	3112	81.9%	2.1	61.22	22.4	23.62	C
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	3106	81.8%	0.8	64.66	24.0	25.34	C
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3341	109.5%	1.5	66.80	25.2	26.38	D
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3341	109.5%	1.3	64.07	26.1	27.40	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	3155	106.8%	2.7	59.16	24.4	25.73	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	3162	107.1%	2.6	64.40	24.5	25.90	C

Program completed.

Future (2009) Build Saturday Pre-Event with Required Improvements

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, Saturday Pregame (w/

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09IM_STI.IN
CORSIM FILE = 09im_sti.out
MOE PROGRAM OUTPUT FILE = 09im_sti.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 11, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09im_sti.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	23.37	8.13	31.50
TOTAL VEHICLE-MILES OF TRAVEL =	16354.07	18288.50	34642.57
TOTAL VEHICLE-HOURS OF TRAVEL =	519.60	277.79	797.39
TOTAL VEHICLE-HOURS OF DELAY =	161.07	15.67	176.74
AVERAGE SPEED =	31.47	65.84	43.45
TRAFFIC SIGNAL PHASE FAILURES =	1		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09im_sti.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	554	554	100.0%	447	462	103.4%
8002	Old Peachtree Rd, West	822	822	100.0%	612	588	96.1%
8003	Rock Springs Rd, East	278	277	99.6%	186	183	98.4%
8004	State Route 20, South	1658	1656	99.9%	1171	1278	109.1%
8005	State Route 20, North	2020	2019	100.0%	3199	3322	103.8%
8006	I-85, West	3000	2998	99.9%	2764	2620	94.8%
8009	I-85, East	3000	3000	100.0%	2007	1976	98.5%
	TOTAL NETWORK	11332	11326	99.9%	10386	10429	100.4%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES =   -946

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES =   -897

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09im_sti.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	822	816	7.6	A	99.3%	0	789	10 0 0 0 0 0 6									
WB	411	402	12.3	B	97.8%	0	1419	12 0 0 0 0 0 0									
SB	262	253	8.7	A	96.6%	0	813	2 0 0 0 0 0 7									
TOTAL	1495	1471	9.1	A	98.4%	0											

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	267	10.5	B,	549	6.2	A,	0	0.0	-
WB	0	0.0	-,	350	12.8	B,	52	9.1	A
SB	12	14.4	B,	0	0.0	-,	241	8.4	A

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB LT	86	92	2.0	A	107.0%	0	1909	0 0 0 0 0 0 3													
SB	92	79	5.6	A	85.9%	0	2333	2 0 0 0 0 0 2													
TOTAL	178	171	3.7	A	96.1%	0															

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	92	2.0	A						
SB	34	6.3	A,	0	0.0	-,	45	5.0	A

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	492	502	25.4	C	102.0%	0	1517	15 0 0 0 0 3 5													
WB	554	549	25.3	C	99.1%	0	829	10 0 0 0 0 6 3													
NB	1658	1658	23.8	C	100.0%	1	1354	121011 0 0 1 5													
SB	1361	1492	42.4	D	109.6%	0	1095	191718 0 2 9 7													
TOTAL	4065	4201	30.8	C	103.3%	1															

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	264	30.5	C,	171	24.4	C,	67	7.8	A
WB	42	42.6	D,	183	40.8	D,	324	14.3	B
NB	134	20.0	B,	1509	24.3	C,	15	6.0	A
SB	272	39.3	D,	1174	44.2	D,	46	15.4	B

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q / MAQ Q
EB	162	173	34.4	C	106.8%	0	644	1 3 0 0 0 0 4									
NB	1779	1786	8.0	A	100.4%	0	536	111011 0 0 0 2									
SB	2110	2108	0.9	A	99.9%	0	496	1 1 2 0 0 0 2									
TOTAL	4051	4067	5.4	A	100.4%	0											

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< LT			TOTAL Thru			RT		> RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	149	38.8	D,	0	0.0	-,	24	7.1	A
NB	17	20.7	C,	1769	7.9	A,	0	0.0	-
SB	0	0.0	-,	1839	0.7	A,	269	2.1	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q / MAQ Q
EB	306	288	24.6	C	94.1%	0	714	7 0 0 0 0 4 7									
WB	278	278	22.2	C	100.0%	0	882	7 0 0 0 0 0 2									
NB	1911	1919	17.2	B	100.4%	0	496	131314 0 0 1 4									
SB	2324	2327	18.9	B	100.1%	0	2470	171716 0 0 3 5									
TOTAL	4819	4812	18.8	B	99.9%	0											

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< LT			TOTAL Thru			RT		> RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	209	26.4	C,	25	28.1	C,	54	16.1	B
WB	33	18.8	B,	57	36.2	D,	188	18.6	B
NB	44	47.5	D,	1857	16.6	B,	18	3.7	A
SB	144	25.8	C,	2016	19.2	B,	167	9.1	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	26	22	0.8	A	84.6%	0	450	0 1 0 0 0 0 0									
WB LT	222	223	1.3	A	100.5%	0	584	0 1 0 0 0 0 2									
NB	58	59	3.9	A	101.7%	0	990	1 1 0 0 0 0 1									
SB	77	69	7.1	A	89.6%	0	446	5 0 0 0 0 0 0									
TOTAL	383	373	2.8	A	97.4%	0											

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB LT	22	0.8	A						
WB LT	223	1.3	A						
NB	5	3.5	A,	11	5.8	A,	43	3.5	A
SB	12	7.6	A,	44	7.6	A,	13	5.1	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
WB LT	37	27	1.8	A	73.0%	0	662	3 0 0 0 0 0 0									
NB	46	41	6.1	A	89.1%	0	195	2 0 0 0 0 0 0									
TOTAL	83	68	4.4	A	81.9%	0											

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
WB LT	27	1.8	A						
NB	10	8.9	A,	0	0.0	-,	31	5.2	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	231	230	25.2	C	99.6%	0	1092	3 4 0 0 0 0 2													
NB	2077	2083	16.8	B	100.3%	0	499	91011 0 01210													
SB	1724	1782	21.1	C	103.4%	0	774	121210 0 0 0 5													
TOTAL	4032	4095	19.1	B	101.6%	0															

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	153	34.9	C,	0	0.0	-,	77	5.9	A
NB	458	49.2	D,	1625	7.7	A,	0	0.0	-
SB	0	0.0	-,	1480	24.0	C,	302	6.8	A

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	29	29	2.7	A	100.0%	0	1090	1 0 0 0 0 0 0													
TOTAL	29	29	2.7	A	100.0%	0															

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL						>		
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	29	2.7	A

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	30	29	6.1	A	96.7%	0	1090	1 0 0 0 0 0 0													
TOTAL	30	29	6.1	A	96.7%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	29	6.1	A

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_sti.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	24	23	6.8	A	95.8%	0	1078	1 0 0 0 0 0 0													
TOTAL	24	23	6.8	A	95.8%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_sti.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
Dir	LT Vol	LT CDel	LT, LOS,	Thru Vol	Thru CDel	Thr, LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-,	0	0.0	-,	23	6.8	A

FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09im_sti.out

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	2998	66.6%	1.3	67.62	22.3	23.39	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	3003	66.7%	0.9	65.71	22.8	24.00	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	1975	52.0%	1.0	65.46	13.3	14.03	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	1973	51.9%	0.4	66.90	14.7	15.56	B
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3000	98.4%	1.3	67.33	22.4	23.50	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	3002	98.4%	1.2	64.40	23.3	24.48	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	2616	88.6%	2.2	60.87	19.7	20.77	C
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	2620	88.7%	2.1	65.25	20.1	21.18	C

Program completed.

Future (2009) Build Saturday Post Event with Required Improvements

CORSIM 5.1 MEASURES OF EFFECTIVENESS (MOE) SUMMARY FORTRAN PROGRAM

CORSIM RUN DESCRIPTION:
Gwinnett Minor League Stadium Site - 2009 Build, Saturday Postgame (w/

INPUT FILENAMES AND PARAMETERS:

MOE PROGRAM RUN FILE = 09IM_STO.IN
CORSIM FILE = 09im_sto.out
MOE PROGRAM OUTPUT FILE = 09im_sto.prn

ECHO OF NETSIM TABLE 1? = NO
ECHO OF NETSIM MAX QUEUES? = NO
ECHO OF NETSIM TURN STATS? = NO
ECHO OF FRESIM TABLE? = NO

SHOW NETWORK-WIDE SUMMARY? = YES
NUMBER OF ENTRY/EXIT LINKS = 7, ECHO INPUT? = NO, SHOW ANALYSIS? = YES
NUMBER OF INTERSECTIONS = 11, ECHO INPUT? = NO, SHOW ANALYSIS? = YES, SHOW TURN LOS? = YES
NUMBER OF FREEWAY/HWY LINKS = 8, ECHO INPUT AND SHOW ANALYSIS? = YES

NETWORK-WIDE SUMMARY STATISTICS - CORSIM RUN: 09im_sto.out

NETWORK-WIDE STATISTICS	NETSIM	FRESIM	TOTAL
TOTAL ONE-WAY LINK MILES =	23.36	8.13	31.49
TOTAL VEHICLE-MILES OF TRAVEL =	19855.82	20212.90	40068.72
TOTAL VEHICLE-HOURS OF TRAVEL =	670.63	322.14	992.78
TOTAL VEHICLE-HOURS OF DELAY =	234.23	32.51	266.74
AVERAGE SPEED =	29.61	62.74	40.36
TRAFFIC SIGNAL PHASE FAILURES =	53		

ENTRY/EXIT LINK AND NETWORK ANALYSIS - CORSIM RUN: 09im_sto.out

Node Iden	Enter/Exit Facility	Input Enter	CORSIM Enter	% Vol Served	Input Exit	CORSIM Exit	% Vol Served
8001	Old Peachtree Rd, East	382	382	100.0%	729	704	96.6%
8002	Old Peachtree Rd, West	588	586	99.7%	930	931	100.1%
8003	Rock Springs Rd, East	230	230	100.0%	291	284	97.6%
8004	State Route 20, South	1261	1261	100.0%	1574	1640	104.2%
8005	State Route 20, North	2654	2654	100.0%	3541	3863	109.1%
8006	I-85, West	3000	3000	100.0%	4159	3720	89.4%
8009	I-85, East	3000	3000	100.0%	2376	2316	97.5%
	TOTAL NETWORK	11115	11113	100.0%	13600	13458	99.0%

BASED ON THE USER INPUT, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 2485

BASED ON THE CORSIM RUN, THE NET VOLUME ADDED OR SUBTRACTED
 TO THE NETWORK BY SINK/SOURCE NODES = 2345

INTERSECTION LOS ANALYSIS, MAXIMUM QUEUE ANALYSIS AND/OR TURNING MOVEMENT LOS ANALYSIS - CORSIM RUN: 09im_sto.out

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q Dist	LINK 2 1 2 3 4 5 6 7	MAX Q Dist	LINK 3 1 2 3 4 5 6 7	MAX Q Dist	LINK 4 1 2 3 4 5 6 7	MAX Q Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	588	584	8.8	A	99.3%	0	789	7 0 0 0 0 0 1 0	0								
WB	682	674	17.0	B	98.8%	0	1420	17 0 0 0 0 0 0 0	0								
SB	296	316	16.4	B	106.8%	0	813	2 0 0 0 0 0 1 1	0								
TOTAL	1566	1574	13.8	B	100.5%	0											

Node= 31, Control= SIGNALIZED , Name= Old Peachtree Rd at Rock Springs Rd CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	236	14.5	B,	348	4.9	A,	0	0.0	-
WB	0	0.0	-,	639	17.0	B,	35	16.7	B
SB	7	48.6	D,	0	0.0	-,	309	15.7	B

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB LT	75	81	4.7	A	108.0%	0	1909	0 0 0 0 0 0 4									
SB	165	149	10.4	B	90.3%	0	2333	4 0 0 0 0 0 2									
TOTAL	240	230	8.4	A	95.8%	0											

Node= 2, Control= UNSIGNALIZED, Name= Old Peachtree Rd at Tech Center Pkwy CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	81	4.7	A						
SB	24	7.9	A,	0	0.0	-,	125	10.9	B

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAX Q MAQ Q
EB	418	406	25.0	C	97.1%	0	1517	14 0 0 0 0 3 5									
WB	382	381	23.2	C	99.7%	0	829	7 0 0 0 0 2 4									
NB	1261	1257	27.1	C	99.7%	4	1353	1313 0 0 0 1 6									
SB	2283	2341	25.6	C	102.5%	5	1095	131111 0 51113									
TOTAL	4344	4385	25.8	C	100.9%	9											

Node= 5, Control= SIGNALIZED , Name= Old Peachtree Rd at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	142	28.6	C,	191	28.1	C,	73	10.0	B
WB	39	32.3	C,	165	41.6	D,	177	4.0	A
NB	114	32.2	C,	1127	26.8	C,	16	8.6	A
SB	498	41.3	D,	1535	24.1	C,	308	7.8	A

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_sto.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	600	631	50.3	D	105.2%	2	631	1	1	9																																				
NB	2522	2489	11.4	B	98.7%	0	536	1	0	1	1	5																																		
SB	1676	1733	0.6	A	103.4%	0	496	2	1	1	0	0	0	1																																
TOTAL	4798	4853	12.6	B	101.1%	2																																						

Node= 9, Control= SIGNALIZED , Name= Tech Center Pkwy at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	613	51.7	D,	0	0.0	-,	18	3.9	A
NB	27	21.0	C,	2462	11.3	B,	0	0.0	-
SB	0	0.0	-,	1600	0.5	A,	133	2.0	A

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_sto.out

	Input	CORSM	ConDel		% Vol	P	Link	LINK 1						MAX Q	Link	LINK 2						MAX Q	Link	LINK 3						MAX Q	Link	LINK 4						MAX Q	Link	LINK 5						MAQ Q
Dir	Vol	Vol	s/v	LOS	Served	F	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7	Dist	1	2	3	4	5	6	7
EB	322	300	30.7	C	93.2%	0	714	6	0	0	0	0	4	5																																
WB	230	229	27.3	C	99.6%	0	883	6	0	0	0	0	0	2																																
NB	3097	3071	17.3	B	99.2%	0	497	2	0	2	2	2	0	0																																
SB	1935	2008	22.3	C	103.8%	13	2470	1	3	1	1	0	0	0																																
TOTAL	5584	5608	20.2	C	100.4%	13																																						

Node= 10, Control= SIGNALIZED , Name= Rock Springs Rd at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	170	32.9	C,	91	36.3	D,	39	8.1	A
WB	24	24.7	C,	52	33.8	C,	153	25.5	C
NB	57	35.9	D,	2986	17.0	B,	28	10.2	B
SB	165	96.9	F,	1675	16.6	B,	168	6.0	A

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB LT	22	21	1.6	A	95.5%	0	451	1 2 0 0 0 0 0									
WB LT	55	71	1.6	A	129.1%	0	591	0 1 0 0 0 0 2									
NB	656	654	6.0	A	99.7%	0	991	6 3 0 0 0 0 2									
SB	67	61	4.9	A	91.0%	0	445	3 0 0 0 0 0 0									
TOTAL	800	807	5.4	A	100.9%	0											

Node= 11, Control= UNSIGNALIZED, Name= Tech Center Pkwy at Tech Center Dr CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB LT	21	1.6	A						
WB LT	71	1.6	A						
NB	54	3.3	A,	98	7.0	A,	502	6.1	A
SB	30	5.0	A,	12	6.0	A,	19	4.1	A

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	Link Dist	LINK 2 1 2 3 4 5 6 7	Link Dist	LINK 3 1 2 3 4 5 6 7	Link Dist	LINK 4 1 2 3 4 5 6 7	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
WB LT	18	19	1.8	A	105.6%	0	664	2 0 0 0 0 0 0									
NB	148	141	5.9	A	95.3%	0	195	4 0 0 0 0 0 0									
TOTAL	166	160	5.4	A	96.4%	0											

Node= 13, Control= UNSIGNALIZED, Name= Tech Center Dr at Rock Springs Rd CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
WB LT	19	1.8	A						
NB	72	7.1	A,	0	0.0	-,	69	4.6	A

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	1777	1775	33.0	C	99.9%	0	1091	1921 0 0 0	014												
NB	1468	1447	17.6	B	98.6%	29	498	8	810 0 0 5	5											
SB	1681	1720	18.4	B	102.3%	0	774	121311 0 0 0	2												
TOTAL	4926	4942	23.4	C	100.3%	29															

Node= 72, Control= SIGNALIZED , Name= Driveway 'B' at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >								
	LT	LT	LT,	Thru	Thru	Thr,	RT	RT	RT
Dir	Vol	CDel	LOS,	Vol	CDel	LOS,	Vol	CDel	LOS
EB	1163	39.9	D,	0	0.0	-,	612	19.9	B
NB	119	60.5	E,	1328	13.8	B,	0	0.0	-
SB	0	0.0	-,	1644	19.0	B,	76	6.3	A

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	107	107	16.2	C	100.0%	0	1091	3 0 0 0 0 0 0													
TOTAL	107	107	16.2	C	100.0%	0															

Node= 77, Control= UNSIGNALIZED, Name= Driveway 'A' at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >	
	LT	LT LT, Thru Thru Thr, RT RT RT
Dir	Vol	CDel LOS, Vol CDel LOS, Vol CDel LOS
EB	0	0.0 -, 0 0.0 -, 107 16.2 C

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	116	116	5.9	A	100.0%	0	1090	2 0 0 0 0 0 0	0												
TOTAL	116	116	5.9	A	100.0%	0															

Node= 69, Control= UNSIGNALIZED, Name= Driveway 'C' at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >	
	LT	LT LT, Thru Thru Thr, RT RT RT
Dir	Vol	CDel LOS, Vol CDel LOS, Vol CDel LOS
EB	0	0.0 -, 0 0.0 -, 116 5.9 A

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_sto.out

Dir	Input Vol	CORSM Vol	ConDel s/v	LOS	% Vol Served	P F	Link Dist	LINK 1 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 2 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 3 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 4 1 2 3 4 5 6 7	MAX Q	Link Dist	LINK 5 1 2 3 4 5 6 7	MAQ Q
EB	45	45	6.8	A	100.0%	0	1079	1 0 0 0 0 0 0	0												
TOTAL	45	45	6.8	A	100.0%	0															

Node= 17, Control= UNSIGNALIZED, Name= Driveway 'D' at SR 20 CORSIM RUN: 09im_sto.out

LEVEL OF SERVICE FOR TURNING MOVEMENTS USING CONTROL DELAY IN SEC/VEH

	< TOTAL >	
Dir	LT Vol	LT CDel	LT LOS,	Thru Vol	Thru CDel	Thr LOS,	RT Vol	RT CDel	RT LOS
EB	0	0.0	-	0	0.0	-	45	6.8	A

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FREEWAY AND HIGHWAY ANALYSIS - CORSIM RUN: 09im_sto.out

****

FRESIM RESULTS ASSUME SIMULATION WAS FOR ONE HOUR

Link #	A Node	B Node	Facility	Type of Analys	Description	# of Full Lanes	Ramp Auxil Lanes (ft)	% Trck	Et	Input Vol	CORSM Vol	% Vol Served	Delay (s/v)	Ave Speed (m/h)	Initial Link Density (v/m/l)	Final Adjusted Density (pc/m/l)	LOS
1,	42-	51	MAINLINE	BASIC	NB South of SR 20	2	0	11%	1.5	4500	3000	66.7%	1.3	67.60	22.3	23.41	C
2,	43-	44	MAINLINE	RAMP	NB Off-Ramp to SR 20	2	10	11%	1.5	4500	2999	66.6%	0.9	65.64	22.8	24.00	C
3,	48-	84	MAINLINE	RAMP	NB On-Ramp from SR 20	2	400	11%	1.5	3798	2314	60.9%	1.4	64.15	15.9	16.76	B
4,	49-	52	MAINLINE	BASIC	NB North of SR 20	2	0	11%	1.5	3798	2308	60.8%	0.4	66.92	17.3	18.19	C
5,	53-	54	MAINLINE	BASIC	SB North of SR 20	2	0	11%	1.5	3050	3000	98.4%	1.3	67.20	22.5	23.55	C
6,	56-	57	MAINLINE	RAMP	SB Off-Ramp to SR 20	2	10	11%	1.5	3050	2998	98.3%	1.3	64.24	23.3	24.53	C
7,	60-	61	MAINLINE	RAMP	SB On-Ramp from SR 20	2	275	11%	1.5	2953	3740	126.7%	6.6	48.12	35.6	37.34	F
8,	62-	63	MAINLINE	BASIC	SB South of SR 20	2	0	11%	1.5	2953	3720	126.0%	6.9	56.68	32.9	34.62	D

Program completed.