

TRANSPORTATION ANALYSIS

Prepared For

Cherokee County Board of Commissioners

BELLS FERRY ROAD CORRIDOR STUDY CHEROKEE COUNTY, GA

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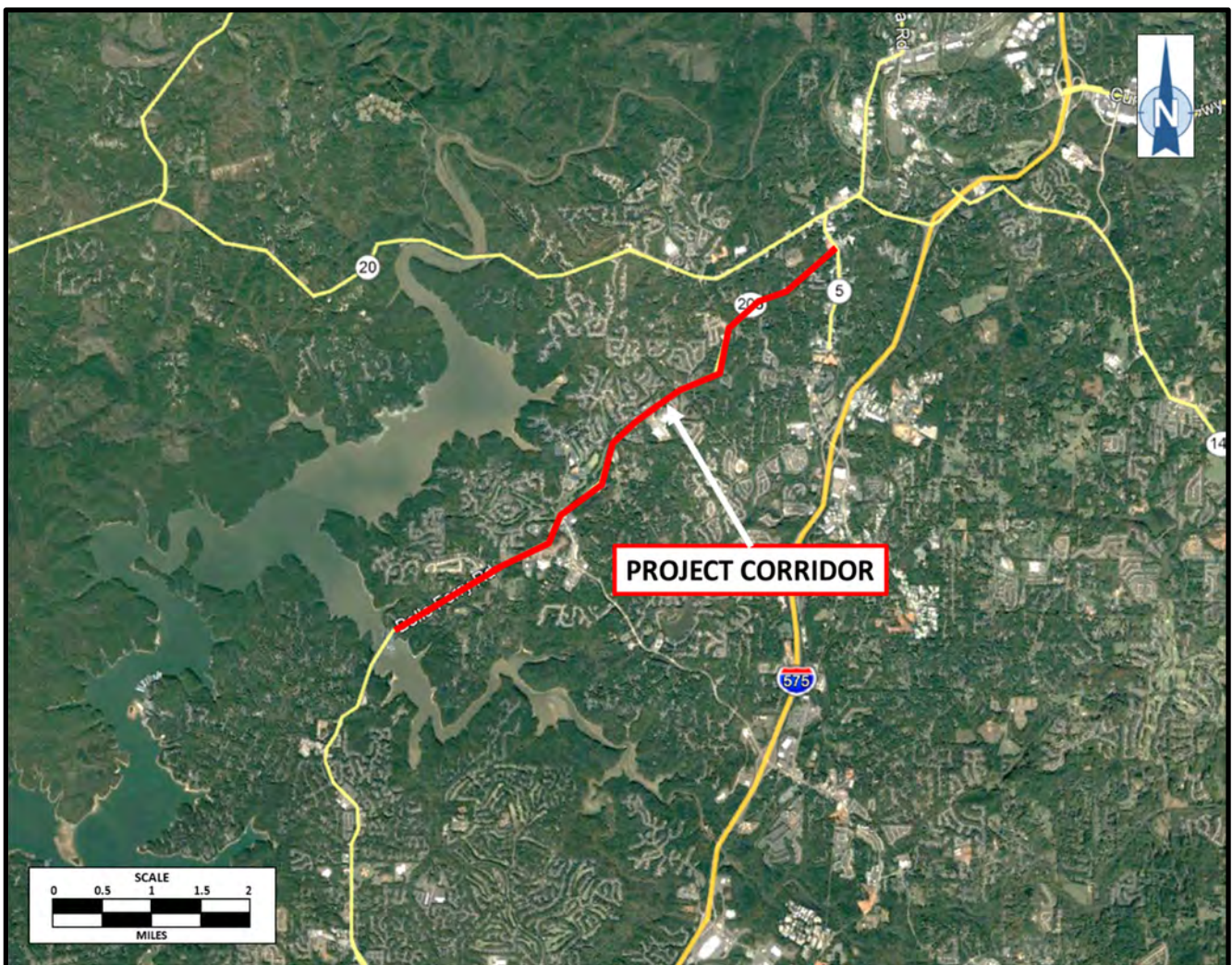
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INTRODUCTION

The purpose of this report is to identify short-term, mid-term and long-term improvements to the Bells Ferry Road (BFR) Corridor such as intersection and sight distance improvements, proposals to improve school traffic circulation, and the potential for road widening. The proposed project extends from Wooten Drive north to Marietta Highway. The study corridor is located in Cherokee County and is approximately 5.6 miles in length.

BFR is classified as a minor arterial for its entire length. The posted speed limit is 45 mph along the corridor. Figure 1 shows the BFR location of the corridor.

Figure 1: PROJECT LOCATION MAP

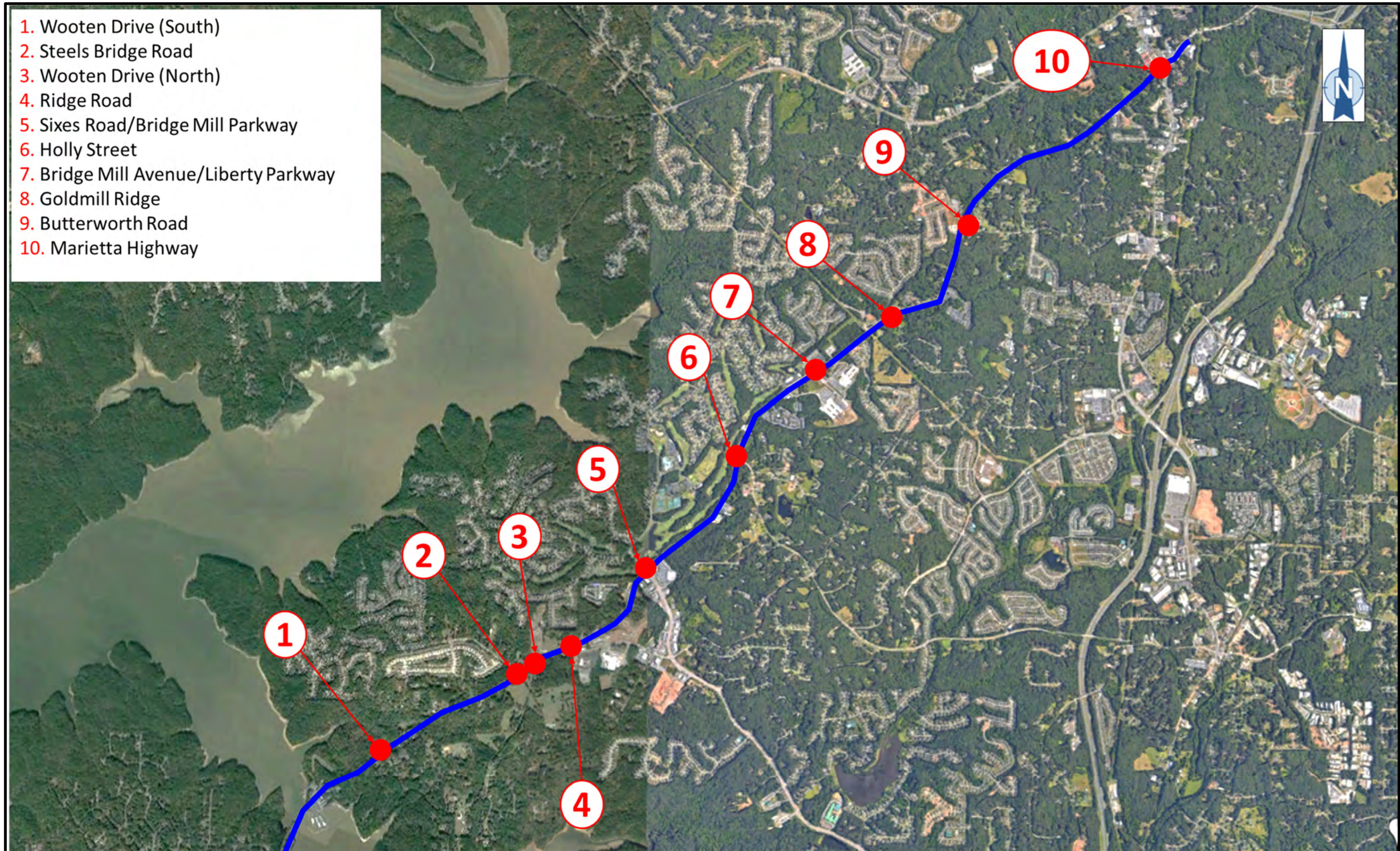


STUDY AREA

These study intersections are shown in Figure 2 on the following page. This key map provides study intersections and study intersection numbers. The study intersections, identified by road names and by study intersection number, are as follows:

1. BFR & Wooten Drive (South)
2. BFR & Steels Bridge Road
3. BFR & Wooten Drive (North)
4. BFR & Ridge Road
5. BFR & Sixes Road/Bridge Mill Parkway
6. BFR & Holly Street
7. BFR & Bridge Mill Avenue/Liberty Road
8. BFR & Goldmill Ridge
9. BFR & Butterworth Road
10. BFR & Marietta Highway

Figure 2: STUDY AREA MAP



EXISTING CONDITIONS

A field visit and preliminary research was conducted to inventory the existing conditions along the study corridor, including functional classification, geometry, traffic control, traffic volumes and characteristics.

FIELD VISIT

A field visit was conducted on Wednesday, August 12, 2020 by Wilburn Engineering staff. The following summarizes during the field visit, the full Field Inspection Report can be found in Appendix A:

- There are several locations, including side street approaches, that suffer from a deficiency of sight distance. In most cases this is due to horizontal or vertical curvature and sometimes both.
- One such location is at the Little River Marina that sits at the bottom of a curve that has both horizontal and vertical elements. This has led to several crashes due to the poor sight distance.
- Cherokee County officials indicted to Wilburn Engineering a location near the intersection of BFR and Steels Bridge Road that potentially has issues. While the Steels Bridge Road approach at the intersection does meet sight distance, there is a vertical curve south of the intersection that does limit sight line for all drivers approaching in either direction.
- Liberty Elementary School observations:
 - Cars began queuing for student drop-off starting at 7:00 AM and dissipated by 7:30 AM.
 - During the Afternoon School Pick-up extended back several hundred feet on BFR.
 - The queue during the Afternoon School Pick-up cleared up by 2:30 PM (15 minutes after school let out).
- Freedom Middle School observations:
 - During the Afternoon School Pick-up extended back several hundred feet on BFR.
 - The queue during the Afternoon School Pick-up cleared up by 4:20 PM (20 minutes after school let out).

FUNCTIONAL CLASSIFICATION

Table 1, on the following page, lists the GDOT functional classification of each roadway along the study corridor.

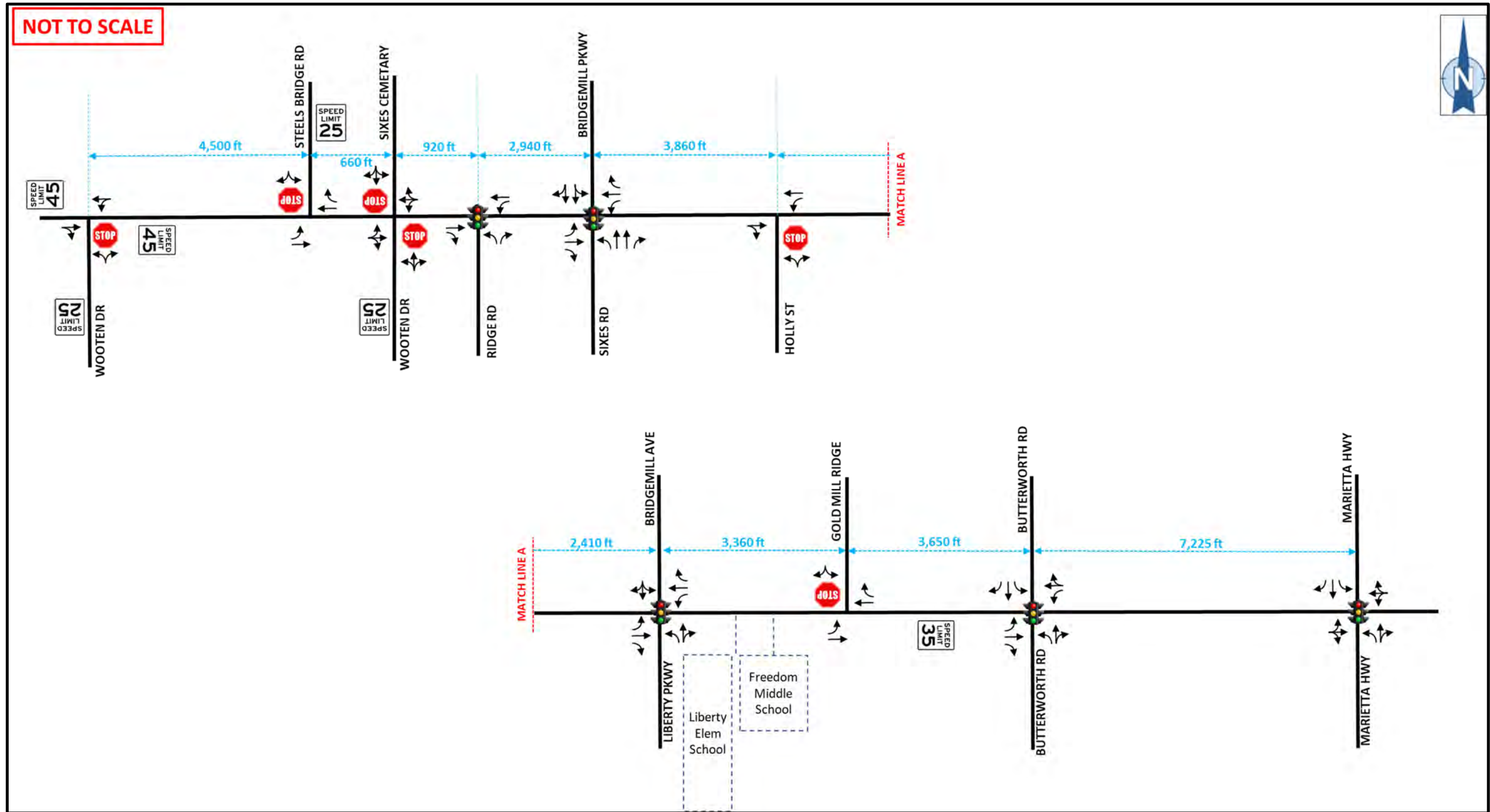
Table 1: GDOT FUNCTIONAL CLASSIFICATION TABLE

ROAD NAME	TYPE OF FACILITY	RURAL/ URBAN	STATE ROUTE?
Wooten Drive (South)	Local Road	Urban	N/A
Steels Bridge Road	Local Road	Urban	N/A
Wooten Drive (North)	Local Road	Urban	N/A
Ridge Road	Major Collector	Urban	N/A
Sixes Road/ Bridge Mill Parkway	Local Road	Urban	N/A
Holly Street	Major Collector	Urban	N/A
Bridge Mill Parkway/ Liberty Parkway	Local Road	Urban	N/A
Goldmill Ridge	Local Road	Urban	N/A
Butteworth Road	Major Collector	Urban	N/A
Marietta Highway	Minor Arterial	Urban	SR 5

GEOMETRY AND TRAFFIC CONTROL

The existing geometry and traffic control are shown in Figure 3 below.

Figure 3: EXISTING CONDITIONS



TURNING MOVEMENT VOLUMES

Turning movement counts (TMC's) were conducted in August of 2020. Six-hour TMCs were collected at all intersections. The established AM and PM Peak Hours along the corridor are 7:00 AM to 8:00 AM, 2:00 PM to 3:00 PM and 4:30 PM to 5:30 PM. The Traffic Count Map is provided in Appendix B. The turning movement counts are included in Appendix C. The count number on each sheet corresponds to the location identified in the count map.

DAILY VOLUMES

Forty-eight-hour traffic counts were collected in August of 2020. Forty-eight-hour counts, including 3 vehicle classification counts, were collected at different points along BFR. The forty-eight-hour data is included in Appendix D.

An excel spreadsheet was developed to convert the 48-hour existing Average Daily Traffic (ADT's) to Annual Average Daily Traffic (AADT's). The ADT locations were adjusted using the 2019 daily and monthly factors provided by the GDOT. ADT to AADT conversion charts are provided in Appendix E.

The existing traffic diagrams are provided in Appendix F. AADT's have been balanced and rounded up to the nearest 25.

RELATED ROADWAY PROJECTS IN THE STUDY AREA

From the Atlanta Regions Plan RTP Project List

- P.I. 0013526 (CH-010A2) – Bells Ferry Road Widening – This project proposes to widen BFR from 2 to 4 lanes with a raised median and curb and gutter for a length of 2.3 miles. The project also proposes a 5-foot sidewalk on the west side of BFR, and a 10-foot mixed use path on the opposite side. This improvement is proposed between the intersections of South Fork Way and Victoria Road.
- P.I. 0013525 (CH-010B) – Bells Ferry Road Bridge Replacement and Approach – From the ARC description page, “This project is a bridge replacement at Bells Ferry Road north of Little River. The bridge will be upgraded with a two-lane deck.” This project proposes to construct a new two-lane bridge and shift the alignment of the road to the north, to improve the sight distance of the existing curve that exists with both horizontal and vertical curvature. The project is proposed to let in 2023 and open in 2026. In order to outline improvements that will coincide with the new bridge, 2026 was chosen as the base year for this Traffic Data Report.

A separate bridge from P.I. 0013525, is planned for the future though it does not have a P.I. number. This bridge will also be a two-lane bridge built alongside the new bridge from P.I. 0013525, with the intention being utilized when Bells Ferry Road is widened to four lanes.

SAFETY EVALUATION

CRASH HISTORY

Crash data for the study corridor was obtained from the Georgia Electronic Accident Reporting System (GEARS). Table 2 and Table 3 summarize the crash data for the segment of BFR from Wooten Drive (South) to Marietta Highway. The most recent complete five-year period of available data is shown. The complete crash data is provided in Appendix G.

Table 2: CRASH DATA SUMMARY, WOOTEN DRIVE TO MARIETTA HWY

YEAR	TOTAL CRASHES	INJURY CRASHES /INJURIES	FATALITIES	COLLISION w/ OTHER VEHICLE				COLLISION w/ ANIMAL OR STRUCTURE
				RIGHT ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2015	110	27/37	0	31	6	38	11	24
2016	123	34/47	0	24	3	47	8	41
2017	126	24/43	0	27	1	52	9	37
2018	111	33/56	0	33	5	41	8	24
2019	122	21/43	0	35	3	48	13	23
TOTAL	592	139/226	0	150	18	226	49	149

The crash history along the corridor indicates that rear end collisions were the most common type of crashes, accounting for approximately 38% of the collisions for the past five years.

CRASH RATE CALCULATIONS

Crash rates were calculated for the BFR study corridor using the following equation:

$$\text{Crash Rate} = \# \text{ crashes} / \left(\frac{L * ADT * 365}{100,000,000} \right)$$

Where;

L = length of section in miles

ADT = Average daily volume

Table 3 summarizes the crash rates along the corridor from Wooten Drive to Marietta Highway. The table shows the rates for all crashes, injuries, and fatalities, and compares each to the statewide averages (SWA) for like facilities.

The analysis year volumes were developed by first locating the highest volume counted on this section of the corridor for this study in 2020 then reducing this volume by the no-build growth rate of 1.0% per year.

Table 3: CRASH RATE SUMMARY, WOOTEN DR TO MARIETTA HWY

YEAR	ADT	ALL CRASHES			INJURIES			FATALITIES		
		FREQ	PROJECT ¹	SWA	FREQ	PROJECT ¹	SWA	FREQ	PROJECT ¹	SWA
2015	12025	110	448	637	27	110	156	0	0	1.68
2016	12150	123	495	655	34	137	156	0	0	1.53
2017	12275	126	502	623	24	96	153	0	0	1.35
2018	12400	111	438	540	33	130	134	0	0	1.34
2019	12525	122	477	N/A	21	80	N/A	0	0	N/A

SWA=Statewide Average Crash Rate for like facility

¹Crash rates calculated based on the number of crashes per 100 million vehicle miles traveled

All of the annual crash rates for this section of the BFR corridor are below statewide averages for total crashes and injury crashes. There were no fatalities reported for this section of the corridor during the most recent five-year period. The rates for 2019 were not available at the time of this report.

REQUIRED SIGHT DISTANCE

For vehicles turning left from a unsignalized minor street approach onto BFR, the required time to cross opposing lanes of traffic is as follows:

$$t = 7.5s + (0.5s) * (n)$$

$$t = 7.5 \text{ seconds}$$

Where n = number of lanes (more than one) to cross

The left turning drivers should have enough sight distance to see opposing vehicles approaching at the speed limit or the 85th percentile speed, whichever is greater, to prevent a collision during the time they are crossing the intersection. The required sight distance based on the posted speed limit is as follows:

The required minimum sight distance for minor street left turns:

$$SD = (7.5s) * (45mph) * (1.47)$$

$$SD \approx 500 \text{ feet}$$

SIGHT DISTANCE

A few different locations on BFR were noted to have sight distance issues. The locations include the following:

- Holly Street - has an embankment and a horizontal/vertical curve when looking to the right (north).
- Wooten Drive (South) - has limited sight distance looking to the right (north) due to the road going downhill along with a telephone pole, a fence, and trees.
- Steels Bridge Road - has sufficient sight distance, but there is a vertical curve that crests looking right (south) that can cause concern to drivers, especially with speeding.
- Wooten Drive (North) - needs to have maintenance for removing vegetation looking both left (south) and right (north).
- Marina - looking north is restricted by the horizontal/vertical curve along with trees/vegetation. If the vegetation is cleared, the hill would still cause issues. There may be a speeding issue with southbound traffic, as there is a speed detection sign in place that does not seem to be active.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Cherokee County census data, historic trends from the GDOT count stations, and data from the GDOT statewide travel demand model.

CENSUS DATA

Cherokee County’s comprehensive plans most recent population was developed in 2018. The estimated census data is shown in Table 4.

Table 4: CENSUS DATA: CHEROKEE COUNTY COMPREHENSIVE PLAN

YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2017	247,573	-	-
2040	392,411	58.5%	2.02%

Source: Cherokee County Community Plan 2018

According to the comprehensive plan data, Cherokee County will experience an increase of 58.5% (or 2.02% per year) between 2017 and 2040.

The most recent Cherokee County population data from the Atlanta Regional Commission (ARC) was developed in 2015 and is shown in Table 5.

Table 5: CENSUS DATA: ATLANTA REGIONAL COMMISSION

CHEROKEE COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2015	233,231	-	-
2040	392,411	68.3	2.1%

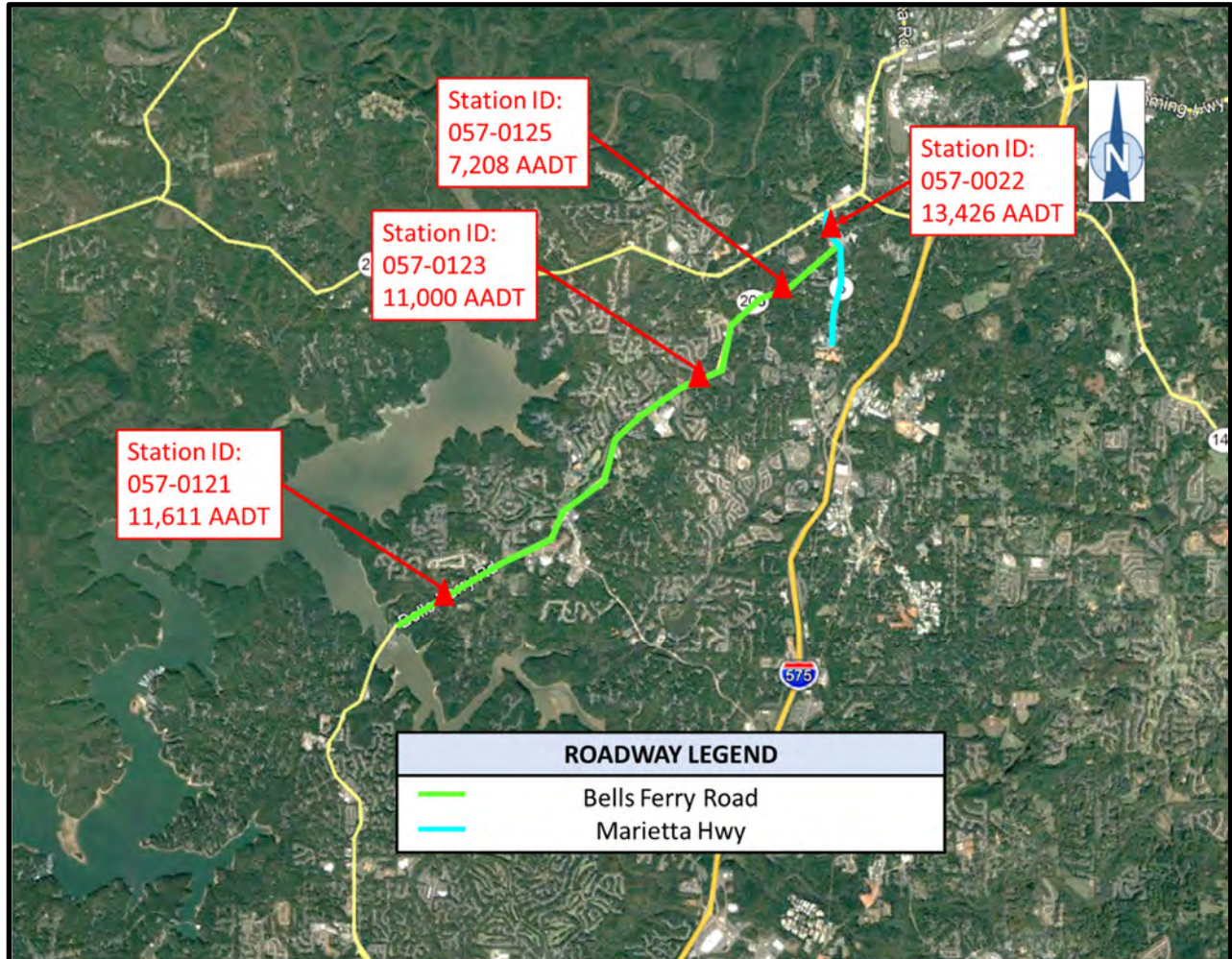
Source: Atlanta Regional Commission, Forecast 2040: Cherokee County

According to the ARC data, the population will see an increase of 68.3% (or 2.1% per year) between 2015 and 2040.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the project. This data was used to establish historic growth rates. The count stations shown in Figure 4 were used.

Figure 5: GDOT COUNT STATIONS



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

Table 6 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years from 2010 to 2020.

Table 6: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 057-0121	GDOT Count Station 057-0123	GDOT Count Station 057-0125	GDOT Count Station 057-0022
2010	10202	10400*	6820*	13301
2011	8660*	10100*	5812	11500*
2012	8510*	11673	5230*	11300*
2013	8450*	10400*	5200*	11200*
2014	11324	10400*	5200*	13511
2015	11100*	11200*	6247	13300*
2016	11500*	11600*	5470*	13700*
2017	12200*	12300*	5790*	14500*
2018	11611	12300*	7208	13426
2019	10700*	12368	5780*	14600*
2020	10800*	11000	7320*	-

Source: GDOT Geocounts Database System

*Estimated counts not used in trend analysis.

TREND ANALYSIS

Figures 5 and 6, on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 5: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

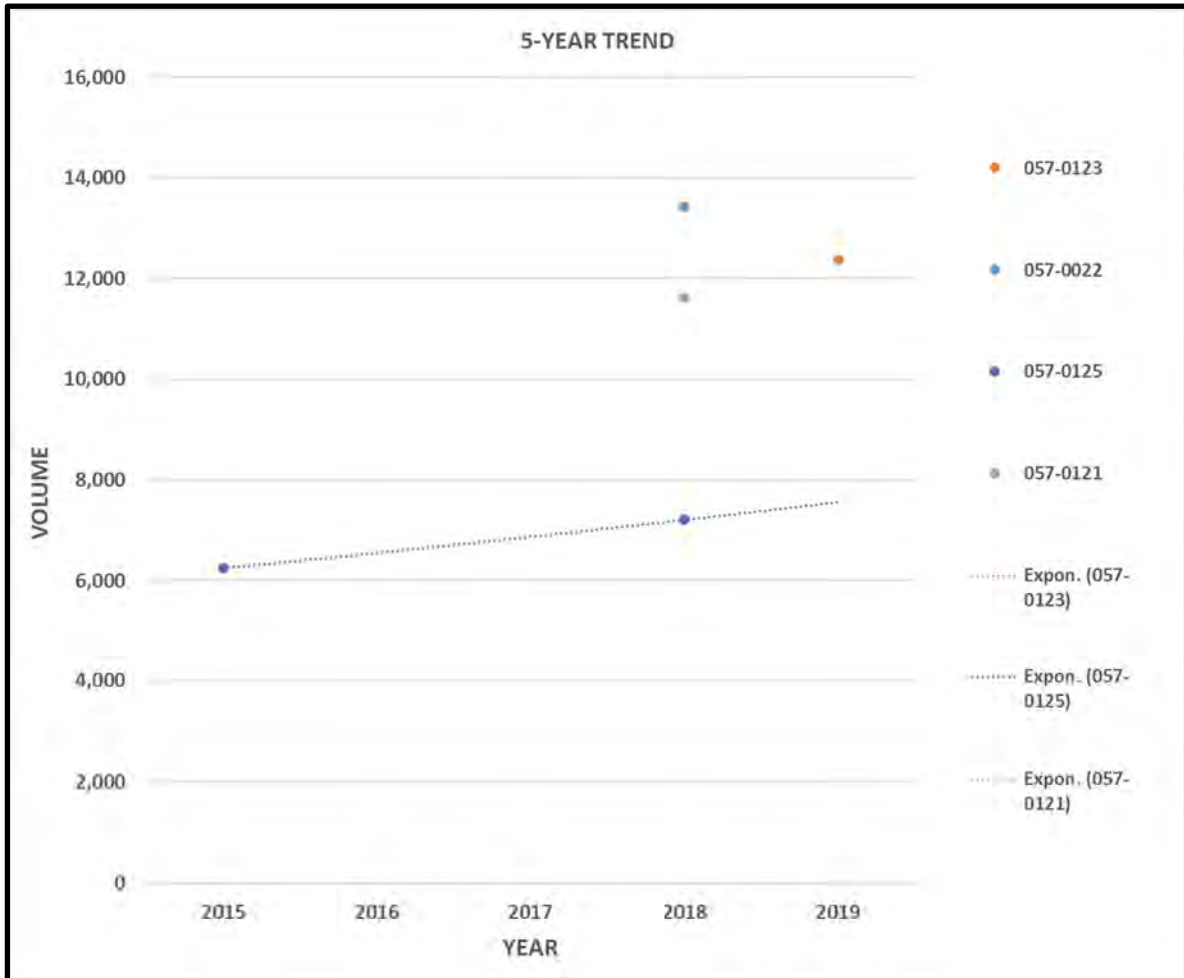
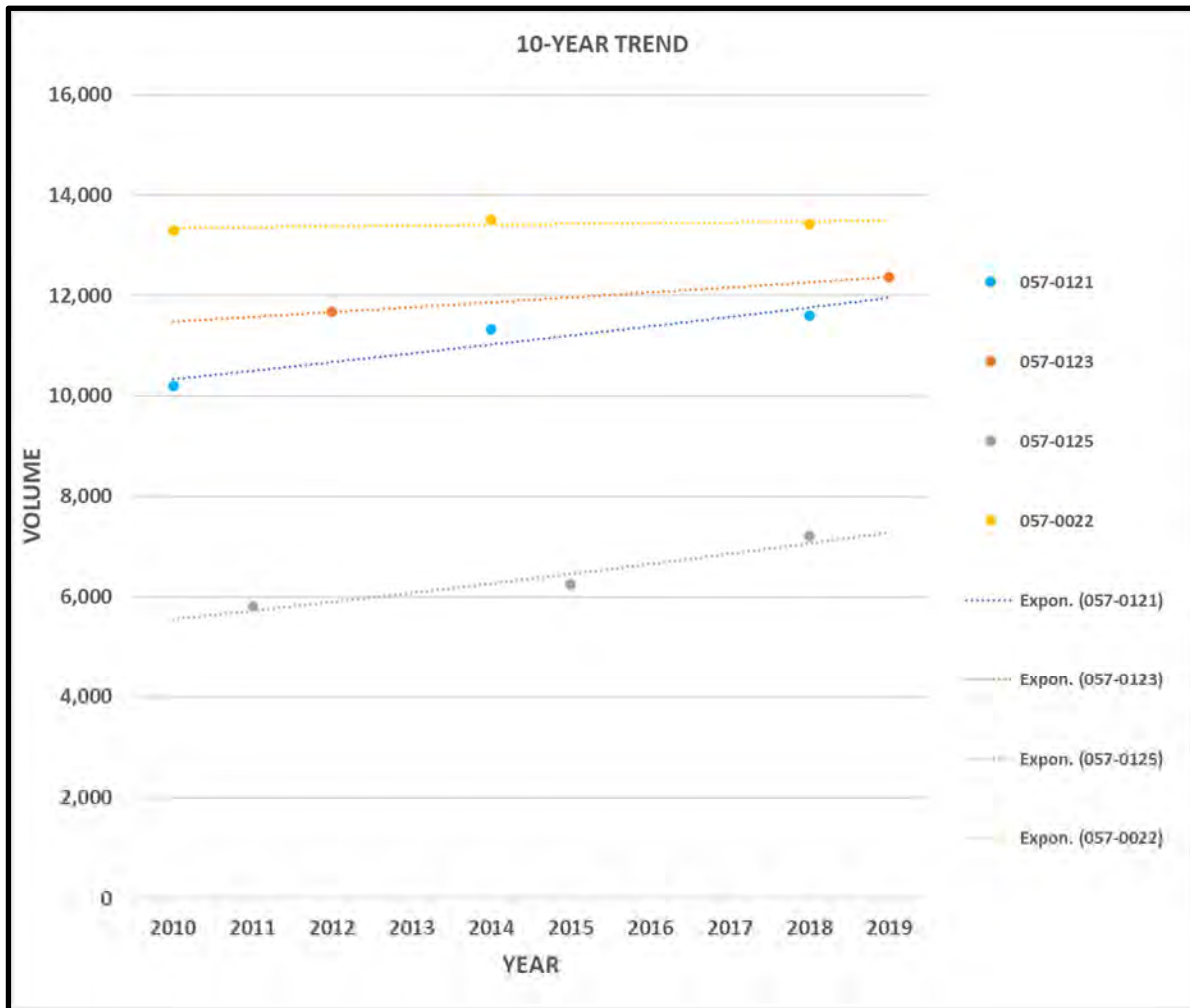


Figure 6: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year and 10-year analyses of count station data shown above. Table 7 shows the resulting trend rates.

Table 7: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year
057-0121	0.50%	1.30%
057-0123	-2.32%	0.58%
057-0125	2.90%	2.18%
057-0022	-0.13%	0.09%
Blended Trend Rates from Count Stations	0.5%**	0.88%

Note: Rates are calculated based on annual compounding.

**Trend was negative, assumed minimum 0.5%

TRAVEL DEMAND MODEL

The forecasts from the Atlanta Regional Commission (ARC) statewide travel demand model are provided in Table 8. The models are 2020, 2040, 2050 Build and 2050 No-Build. Model data was not provided for the 2020 or 2040 No-Build Scenario.

Table 8: ARC TRAVEL DEMAND MODEL FORECASTS

Model Year	BFR – NORTH OF RCC MEMORIAL BRIDGE	BFR – NORTH OF SIXES ROAD	BFR – SOUTH OF BUTTERWORTH ROAD	BFR – NORTH OF MARIETTA HWY
2020 Base	12,900	10,200	9,700	13,100
2040 Build	14,500	13,200	12,400	15,100
2050 Build	15,600	13,900	13,300	16,200
2050 No-Build	14,675	13,539	13,921	15,851

Source: Atlanta Regional Commission, Forecast 2050

Growth rates were established by conducting trend analysis between 2020, 2050 Build, and 2050 No-Build model data. Table 9 shows the resulting trend rates.

Table 9: TREND ANALYSIS FOR MODEL DATA

TREND METHOD	BFR – NORTH OF RCC MEMORIAL BRIDGE	BFR – NORTH OF SIXES ROAD	BFR – SOUTH OF BUTTERWORTH ROAD	BFR – NORTH OF MARIETTA HWY
2020 - 2050 Build	0.64	1.04	1.06	0.71
2020 - 2050 No-Build	0.43	0.95	1.21	0.64

Note: Rates are calculated based on annual compounding.
 * = Poplar Road interchange not included in this TDM

NO-BUILD V. BUILD GROWTH RATES

The Cherokee County Community Plan (2018) identified that growth is expected throughout the county. The community plan shows a population increase of 58.5% (2.02% per year) from 2017-2040. Population data was also obtained from the ARC. The most recent data provided by the ARC was developed in 2015. The population forecast for Cherokee County shows a population increase of 68.3% (2.1% per year) from 2015-2040.

Historical data obtained from several GDOT count stations along Bells Ferry Road were also examined. From the count stations the 5-year and 10-year growths were determined to be 0.5% and 0.88%, respectively.

Finally, Travel Demand Models (TDM) provided by ARC were evaluated. The provided models compare the time period of 2020 to 2050 under build and no-build conditions. The 2050 build and no-build models show the traffic on Bells Ferry Road growing at a similar rate. Therefore, it was determined that growth rate for the two conditions should be the same.

After examining the historical data, the census data, and the ARC models the growth rates were established as follows:

- No-Build = Build:
 - 2020 to 2026 Base Year – 1.0%
 - 2026 Base Year to 2046 Design Year – 1.0%

GROWTH FACTORS

Growth factors were established by applying the growth factor equation, shown below, to the growth rates listed above.

$$\text{Future Volume} = \text{Present Volume} (1 + r)^n$$

The growth factors were established by applying the growth rates. The 2026 projections were calculated using $n=6$, taken as the time period between Existing Year (2020) and Base Year (2026). The 2046 projections were calculated using $n=20$, taken as the time period between Base Year (2026) and Design Year (2046). The growth factors calculated to be used for the project are provided in Table 10.

Table 10: GROWTH FACTORS

CONDITION	BASE YEAR 2026	DESIGN YEAR 2046
No-Build	1.06	1.22
Build		

The Base Year growth factors will be applied to the existing volumes to develop the projected volumes for the Base Year. The Design Year growth factors will be applied to the Base Year volumes to develop the projected volumes for the Design Year.

TRAFFIC PROJECTIONS

The traffic projection methodology presented in the previous pages was used to develop the projected No-Build and Build traffic for all analysis years.

The diagrams for total forecasted volumes are provided in Appendix I.

Cherokee County approved the Traffic Forecasting Report on September 11, 2020.

CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2010. The *Synchro Program* (Version 10) from Trafficware was used to facilitate the analysis. The HCM level of service (LOS) definitions for signalized, roundabouts, and stop controlled intersections are summarized in Table 11.

Table 11: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)		
	SIGNALIZED INTERSECTIONS	STOP-CONTROLLED INTERSECTIONS	ROUNDABOUTS
A	≤10.0	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0	10.1 to 20.0
C	20.1 to 35.0	15.1 to 25.0	20.1 to 35.0
D	35.1 to 55.0	25.1 to 35.0	35.1 to 50.0
E	55.1 to 80.0	35.1 to 50.0	>50.0
F	>80.0	>50.0	

EXISTING CONDITIONS

The study intersections were first evaluated using the existing geometry, traffic control, traffic volumes, and traffic signal timings. The results of the capacity analysis for existing conditions are summarized on the following pages in Table 12 (for signalized intersections), and Table 13 (for unsignalized intersections). For each condition, the LOS is shown followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions are included in Appendix J.

The intersections are labeled numerically in the following tables and correspond to how the intersections were counted and are numbered from west to east.

Table 12: CAPACITY ANALYSIS – EXISTING CONDITIONS, SIGNALIZED

	INTERSECTION	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
4	BFR & Ridge Road	B (10.6)	B (10.4)	B (13.4)
5	BFR & Bridge Mill Parkway/Sixes Road	B (19.0)	B (17.4)	B (17.6)
7	BFR & Bridge Mill Avenue/Liberty Road	B (18.5)	B (15.8)	B (12.8)
9	BFR & Butterworth Road	C (23.8)	C (23.9)	C (29.5)
10	BFR & Marietta Highway	B (10.6)	A (9.1)	A (9.9)

BFR = Bells Ferry Road

The capacity analysis results indicate acceptable operations at all signalized intersections under existing conditions.

Table 13: CAPACITY ANALYSIS – EXISTING CONDITIONS, UNSIGNALIZED

	INTERSECTION	APPROACH-MOVEMENT	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
1	BFR & Wooten Drive (South)	NB-T	--	--	--
		NB-R	--	--	--
		SB-L	A (9.0)	A (8.3)	A (8.7)
		SB-T	--	--	--
		WB-L/R	C (16.5)	B (13.4)	C (18.0)
2	BFR & Steels Bridge Road	NB-L	A (8.5)	A (8.4)	A (9.0)
		NB-T	--	--	--
		SB-T	--	--	--
		SB-R	--	--	--
		EB-L	D (29.0)	C (21.6)	E (36.1)
		EB-R	B (11.5)	B (10.7)	B (12.0)
3	BFR & Wooten Drive (North)	NB-L/T/R	A (8.3)	--	A (8.9)
		SB-L/T/R	A (8.6)	A (8.5)	A (8.9)
		EB-L/T/R	D (25.2)	+	+
		WB-L/T/R	B (14.5)	B (11.6)	C (18.9)
6	BFR & Holly Street	NB-T/R	--	--	--
		SB-L	A (8.8)	A (9.0)	A (9.3)
		SB-T	--	--	--
		WB-L/R	C (20.7)	C (22.5)	C (23.8)
8	BFR & Gold Mill Ridge	NB-L	A (8.4)	A (8.3)	A (8.5)
		NB-T	--	--	--
		SB-T	--	--	--
		SB-R	--	--	--
		EB-L/R	C (23.2)	B (14.7)	C (23.3)

"--" = delay for movement was A(0.0)

"+" = volume for movement was 0

BFR = Bells Ferry Road

The capacity analysis results indicate that only one of the stop-controlled study intersections under existing conditions has a movement currently experiencing unacceptable LOS in the PM peak hour. The remaining four intersections are currently operating with an acceptable amount of delay for all peak hours.

PROJECTED CONDITIONS

This section includes an evaluation of all study intersections under projected conditions for the Base (2026) and Design (2046) Years.

Geometry and Traffic Control

The study intersections were evaluated under the following geometric and traffic control conditions including:

- Existing intersection and segment geometry
- Approved projected Base Year and Design Year traffic volumes

The results of the capacity analysis for projected no-build conditions are summarized on the following pages in Table 14 (for signalized intersections) and Table 15 (for unsignalized intersections). For each condition, the LOS is shown followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for no-build conditions are included in Appendix K.

Table 14: CAPACITY ANALYSIS – PROJECTED CONDITIONS – EXISTING GEOMETRICS, SIGNALIZED

INTERSECTION	BASE (2026)			DESIGN (2046)		
	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
4 BFR & Ridge Road	B (11.0)	B (10.6)	B (13.9)	B (12.3)	B (11.8)	B (16.7)
5 BFR & Bridge Mill Parkway/Sixes Road	B (19.8)	B (17.8)	B (18.1)	C (25.1)	C (20.3)	C (20.4)
7 BFR & Bridge Mill Avenue/Liberty Road	C (20.1)	B (17.2)	B (13.1)	D (36.6)	C (26.8)	B (15.0)
9 BFR & Butterworth Road	C (24.7)	C (24.3)	C (31.6)	C (30.2)	C (27.4)	D (45.8)
10 BFR & Marietta Highway	B (11.1)	A (9.4)	B (10.1)	B (13.0)	B (10.5)	B (12.1)

The capacity analysis results indicate each of the five signalized intersection are expected to experience acceptable levels of delay in the Design Year for each of the peak hours under projected conditions.

Table 15: CAPACITY ANALYSIS – PROJECTED CONDITIONS – EXISTING GEOMETRICS, UNSIGNALIZED

INTERSECTION	APPROACH-MOVEMENT	BASE (2026)			DESIGN (2046)		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
1 BFR & Wooten Drive (South)	NB-T	--	--	--	--	--	--
	NB-R	--	--	--	--	--	--
	SB-L	A (9.1)	A (8.3)	A (8.8)	A (9.6)	A (8.7)	A (9.3)
	SB-T	--	--	--	--	--	--
	WB-L/R	C (17.3)	B (13.9)	C (18.9)	C (21.9)	C (16.1)	C (24.6)
2 BFR & Steels Bridge Road	NB-L	A (8.6)	A (8.5)	A (9.2)	A (9.0)	A (8.9)	A (9.9)
	NB-T	--	--	--	--	--	--
	SB-T	--	--	--	--	--	--
	SB-R	--	--	--	--	--	--
	EB-L	D (34.4)	C (23.8)	E (42.2)	F (107.3)	E (40.1)	F (123.7)
EB-R	B (11.8)	B (10.9)	B (12.3)	B (13.3)	B (11.7)	B (14.0)	
3 BFR & Wooten Drive (North)	NB-L/T/R	A (8.4)	--	A (9.1)	A (8.7)	--	A (9.7)
	SB-L/T/R	A (8.7)	A (8.6)	A (9.1)	A (9.1)	A (9.1)	A (9.6)
	EB-L/T/R	D (27.4)	+	+	E (40.1)	+	+
	WB-L/T/R	C (15.2)	B (11.9)	C (20.3)	C (18.3)	B (13.2)	D (27.0)
6 BFR & Holly Street	NB-T/R	--	--	--	--	--	--
	SB-L	A (8.9)	A (9.1)	A (9.5)	A (9.5)	A (9.8)	B (10.4)
	SB-T	--	--	--	--	--	--
	WB-L/R	C (23.1)	D (25.1)	D (26.9)	E (48.1)	F (59.3)	F (61.8)
8 BFR & Gold Mill Ridge	NB-L	A (8.5)	A (8.4)	A (8.6)	A (8.8)	A (8.7)	A (9.1)
	NB-T	--	--	--	--	--	--
	SB-T	--	--	--	--	--	--
	SB-R	--	--	--	--	--	--
EB-L/R	D (33.5)	C (16.0)	D (28.2)	F (181.0)	D (25.6)	F (115.0)	

"--" = delay for movement was A(0.0)

"+" = volume for movement was 0

The capacity analysis results indicate that by the Design Year, all but one of the stop-controlled intersections will have at least one movement experiencing unacceptable delay during at least one peak hour under projected conditions.

Improvement Conditions (with 4 Lane only)

The expected volume of BFR in the Base Year (2026) will not reach the volume threshold for a four-lane roadway section (approximately 15,000 VPD), however by the Design Year (2046) a large portion of the corridor will meet or exceed that threshold or be near it. In order to approximate when the volume threshold is expected to be crossed interpolation between 2026 and 2046 was used. It was determined that by 2039 certain parts of the corridor would exceed 15,000 vehicles per day. Due to this, the study intersections were analyzed with BFR under four-lane roadway conditions with the Design Year volumes. For this analysis, no other improvements were added besides the road widening.

The results of the capacity analysis for projected conditions with no improvements except for BFR being a four-lane roadway are summarized on the following pages in Table 16 (for signalized intersections), and Table 17 (for unsignalized intersections). For each condition, the Level of Service is shown followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for this condition are included in Appendix L.

Table 16: CAPACITY ANALYSIS – 4-LANE BFR CONDITIONS, SIGNALIZED

INTERSECTION	DESIGN (2046)		
	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
4 BFR & Ridge Road	B (11.0)	B (10.5)	B (14.1)
5 BFR & Bridge Mill Parkway/Sixes Road	C (21.9)	B (18.5)	B (18.4)
7 BFR & Bridge Mill Avenue/Liberty Road	C (21.4)	B (14.4)	B (12.5)
9 BFR & Butterworth Road	C (26.7)	C (24.6)	C (30.2)
10 BFR & Marietta Highway	B (10.4)	A (9.8)	B (10.9)

The capacity analysis results indicate each of the five signalized intersection are expected to experience acceptable levels of delay in the Design Year for each of the peak hours with BFR as a four-lane roadway.

Table 17: CAPACITY ANALYSIS – 4-LANE BFR CONDITIONS, UNSIGNALIZED

INTERSECTION	APPROACH-MOVEMENT	DESIGN (2046)		
		AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
1 BFR & Wooten Drive (South)	NB-T	--	--	--
	NB-R	--	--	--
	SB-L	B (10.1)	A (8.7)	A (9.3)
	SB-T	--	--	--
	WB-L/R	C (16.6)	B (13.1)	C (18.0)
2 BFR & Steels Bridge Road	NB-L	A (9.1)	A (8.9)	A (9.9)
	NB-T	--	--	--
	SB-T	--	--	--
	SB-R	--	--	--
	EB-L	F (50.5)	D (27.0)	F (56.2)
3 BFR & Wooten Drive (North)	EB-R	B (10.8)	B (10.0)	B (10.9)
	NB-L/T/R	A (8.7)	--	A (9.7)
	SB-L/T/R	A (9.1)	A (9.1)	A (9.6)
	EB-L/T/R	D (25.5)	+	+
	WB-L/T/R	B (13.6)	B (10.6)	C (17.2)
6 BFR & Holly Street	NB-T/R	--	--	--
	SB-L	A (9.6)	A (9.9)	B (10.5)
	SB-T	--	--	--
	WB-L/R	C (24.2)	D (31.1)	D (30.1)
8 BFR & Gold Mill Ridge	NB-L	A (8.9)	A (8.8)	A (9.2)
	NB-T	--	--	--
	SB-T	--	--	--
	SB-R	--	--	--
	EB-L/R	F (50.6)	C (18.9)	E (43.3)

"--" = delay for movement was A(0.0)

"+" = volume for movement was 0

The capacity analysis results indicate LOS improvements to each of the study intersections associated with the four-lane widening of BFR in the Design Year. However, the intersections of BFR and Steels Bridge Road and BFR and Gold Mill Ridge are projected to operate at LOS E or worse in the AM and PM peak hours.

INTERSECTION IMPROVEMENTS – SHORT-TERM, MID-TERM, LONG-TERM

With BFR not projected to reach four-lane volumes threshold until 2039, along with a few intersections still experiencing high levels of delay under the four-lane conditions, this section explores the improvements that can be made to each of the study intersections before and after the widening of BFR may take place.

For each of the intersections, improvements were considered under the following time frames:

- Short-term (≤ 3 years) – improvements that can be implemented to immediately affect operations, safety, or both.
- Mid-term (≤ 6 years) – improvements that can be planned for near future incorporation into the corridor.
- Long-term (6+ years) – improvements that address how the corridor and intersection need to function long term.

If the short-term or mid-term improvements were found to establish and maintain acceptable operation through the Design Year, additional improvements were not evaluated.

BFR and Wooten Drive (South)

Operational improvements were not deemed necessary as this intersection is projected to have low volumes through the Design Year. The movements of this intersection are projected to operate acceptably regardless of the BFR roadway section design.

However, during the site visit a sight distance issue was observed. The protocol for measuring for sight distance requires the investigator to take the measurement six feet from the stop bar to emulate where a driver is positioned. The photo below illustrates the view from this location.

Figure 7: SIGHT LINE FROM WOOTEN DRIVE (SOUTH)



As shown in the picture the sight distance is obstructed due to a telephone pole, a hill due to an upgrade, a private fence, and a private sign. Due to these obstructions, a separate measurement was taken from directly on top of the stop bar. The distance measured from this location was 350 feet, which was ultimately limited by horizontal curvature on BFR.

As previously stated, the minimum required sight necessary for side street left turns from an unsignalized side street is approximately 500 feet. A Short-Term improvement for this intersection would be to remove the obstructions on the Northeast corner of the intersection to improve the sight distance to approximately 350 feet.

BFR and Steels Bridge Road

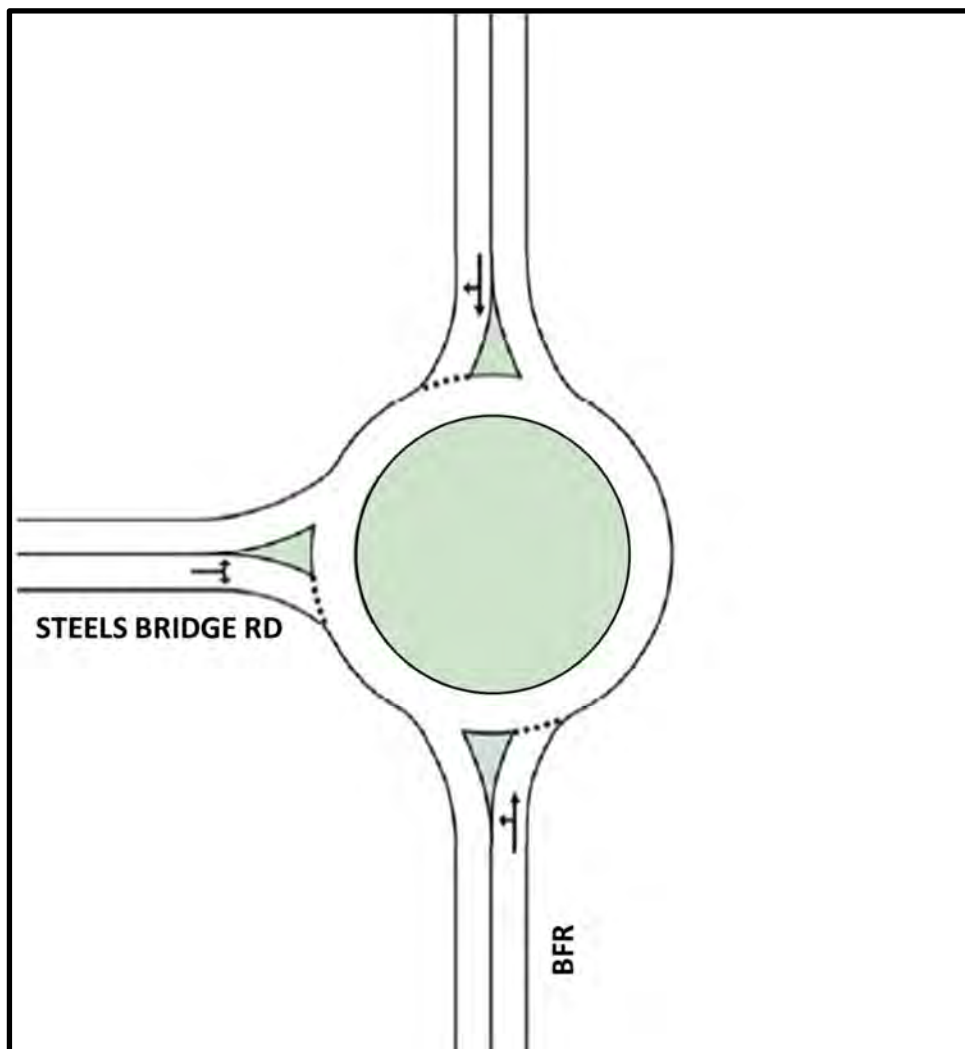
No Short-Term improvements were deemed necessary at Steels Bridge Road due to:

- The side street approach of Steels Bridge Road currently has a movement operating at LOS E, however this is only for a single peak hour (PM).
- During the same peak hour, the largest observed queue was four cars.
- No sight distance issues were observed at this intersection during the site visit.

By 2026, it is expected that the AM Peak Hour will be near the threshold of LOS E (35 \geq seconds of delay), while the delay in the PM is expected to continue growing. Because of this a Mid-term improvement was explored that could be employed before 2026.

Taking into account the volume of each of the approaches and the location of the intersection, a single lane-roundabout was evaluated beginning with the 2026 volumes. The initial layout of the roundabout evaluated through capacity analysis is illustrated in Figure 8.

Figure 8: SINGLE-LANE ROUNDABOUT



Capacity analysis results for the single lane roundabout with the 2026 volumes are shown in Table 18.

Table 18: CAPACITY ANALYSIS – STEELS BRIDGE ROUNDABOUT – 2026

APPROACH (ROAD)	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
NB (BFR)	A (2.7)	A (2.6)	A (4.0)
SB (BFR)	A (2.8)	A (2.8)	A (5.1)
EB (STEELS BRIDGE)	A (1.4)	A (0.6)	A (0.8)

The results indicate the under roundabout control that LOS A can be expected for each approach in all peak hours.

In order to determine the lifetime of this improvement the single lane roundabout was then evaluated using the 2046 volumes.

Table 19: CAPACITY ANALYSIS – STEELS BRIDGE ROUNDABOUT – 2046

APPROACH (ROAD)	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
NB (BFR)	B (10.6)	A (9.2)	B (11.8)
SB (BFR)	A (8.2)	A (8.7)	B (12.7)
EB (STEELS BRIDGE)	B (11.1)	A (7.6)	A (9.0)

The results indicate that a single lane roundabout control is expected to operate acceptably to the Design Year of 2046. This analysis illustrates the that minimum lifetime of effectiveness for the single lane roundabout at 20 years.

Finally, while the analysis proves that a single-lane roundabout will operate acceptably until the Design year, it should be constructed in such a way if BFR is widened to a four-lane, the single-lane can be reconfigured into a multilane roundabout.

An additional benefit to the installation of a roundabout is the speed reduction to a corridor that one can provide. An area that could benefit from a speed reduction is the vertical curve that crests at approximately 600 feet south of the Steels Bridge Road intersection. The curve presents a sight obstruction that prevents drivers on BFR from seeing each other until the top of crest is reached. Figure 9 shows the crest from both approaches.

Figure 9: VERTICAL CURVE SOUTH OF STEELS BRIDGE ROAD



As shown in the above Figure, the crest of the curve presents a challenge to drivers, particularly in the southbound direction. This curve exhibits a potential unsafe condition for drivers, especially those that may be traveling at speeds higher than the posted speed limit. Flattening out this vertical curve is a proposed Mid-term improvement.

Depending on which improvement is installed first, the installation of a single lane roundabout at Steels Bridge Road could also improve conditions at this vertical curve until it is flattened, by reducing the travel speeds on BFR.

BFR and Wooten Drive (North)

Two improvements were considered for this intersection: 1 Short-Term and 1 Mid-Term. These improvements were considered separately i.e. implementation of one or the other, not both.

The Short-Term Improvements for this intersection were found to be:

- Addition of a left turn lane for the southbound approach. Warranted by GDOT volume requirements. Minimum full width storage 235 feet.
- Addition of a right turn lane for the westbound approach. Approximately 80% of the volume is making a right turn movement at this intersection.
- Improve sight distance for the westbound approach looking left. Sight distance was limited to 69 feet due a private fence that has vegetation growing on it. With the fence moved and vegetation maintained the sight distance would meet the minimum required for the BFR corridor.
- Maintain vegetation at westbound approach looking right to maintain sight distance. Sight distance was measured at more than 500 feet, which meets the required minimum. However, if the vegetation is not maintained then the sight distance could decrease.

Figure 10 illustrates the items that limit sight distance or have the potential to do so.

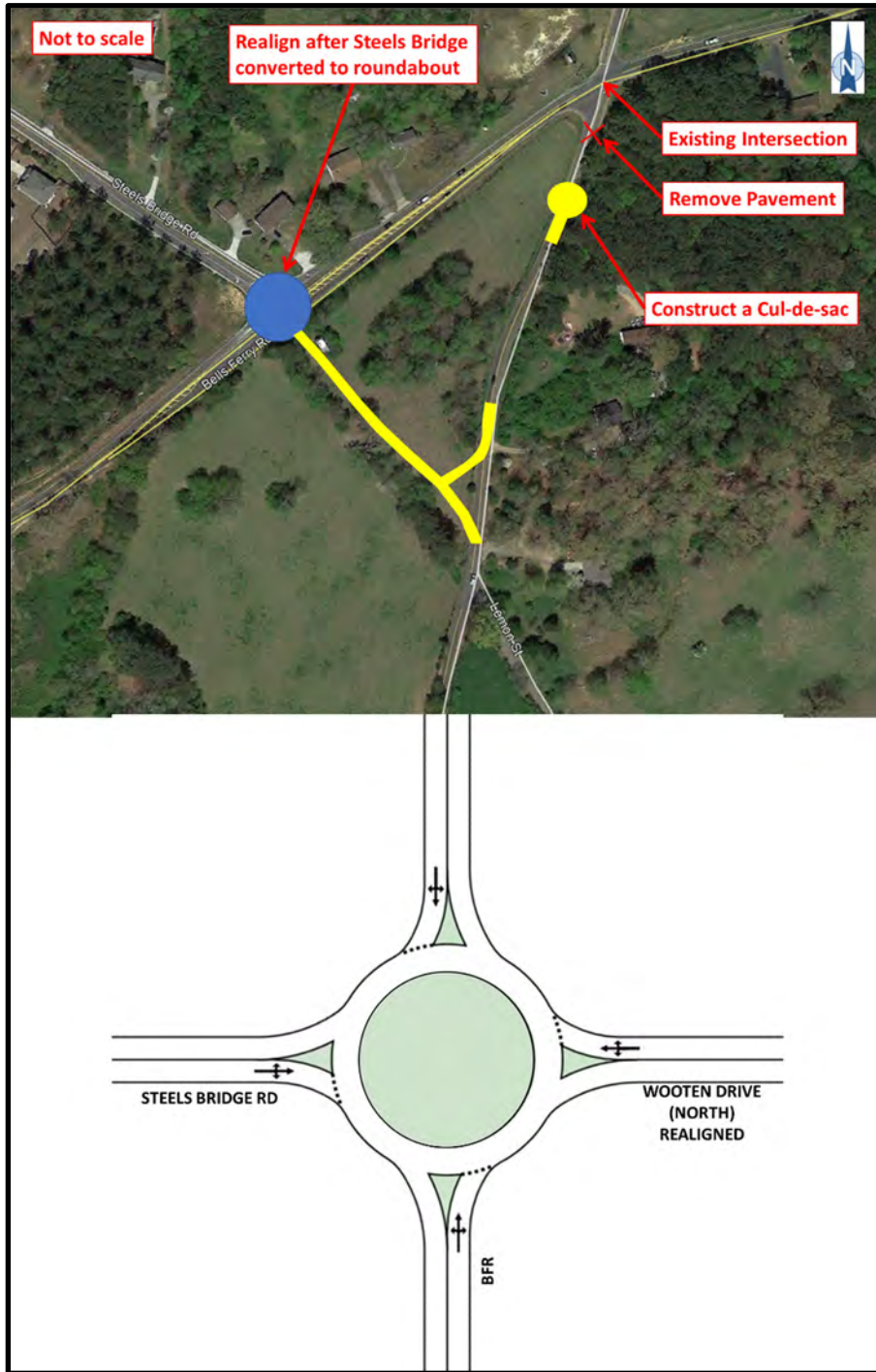
Figure 10: SIGHT LINE FROM WOOTEN DRIVE (NORTH)



The Mid-term Improvement for this intersection.

- Cul-de-sac the existing Wooten Drive (North) and realign the road to intersect the Steels Bridge Road intersection if the roundabout is constructed. Figure 11 illustrates this improvement.

Figure 11: POTENTIAL WOOTEN DRIVE (NORTH) REALIGNMENT



BFR and Ridge Road

Operational improvements were not deemed necessary as this intersection is projected operate at LOS B through the Design Year, regardless of whether BFR is a two-lane or four-lane. Safety improvements were also deemed not necessary as there has only been a single crash at this intersection in the past five years according to the Georgia Electronic Accident Reporting System (GEARS).

Two potential Short-Term improvements that could be implemented are:

- The adjustment of the existing signal timing which would improve the LOS for the signal/approaches.
- Extension of the Northbound right turn lane. The longest queue observed during the site visit for the Northbound through lane was 9 vehicles that equates to 225 feet (shown in Figure 12 by the pink line). Currently the right turn lane is only approximately 75 feet, because of this a 9-car queue leads to the right turn lane being starved as any drivers that want to make a right turn cannot until the queue is cleared.

Figure 12: OBSERVED NORTHBOUND QUEUE



The minimum length according to GDOT for a right turn on a 45-mph road is 175 feet, but in the case of this intersection the minimum full width storage for the right should be 225 feet due to the observed queue. Extension of the right turn lane may be difficult due to the private driveway of a resident that currently sits at the end of the right turn lane taper.

BFR and Sixes Road/Bridgemill Parkway

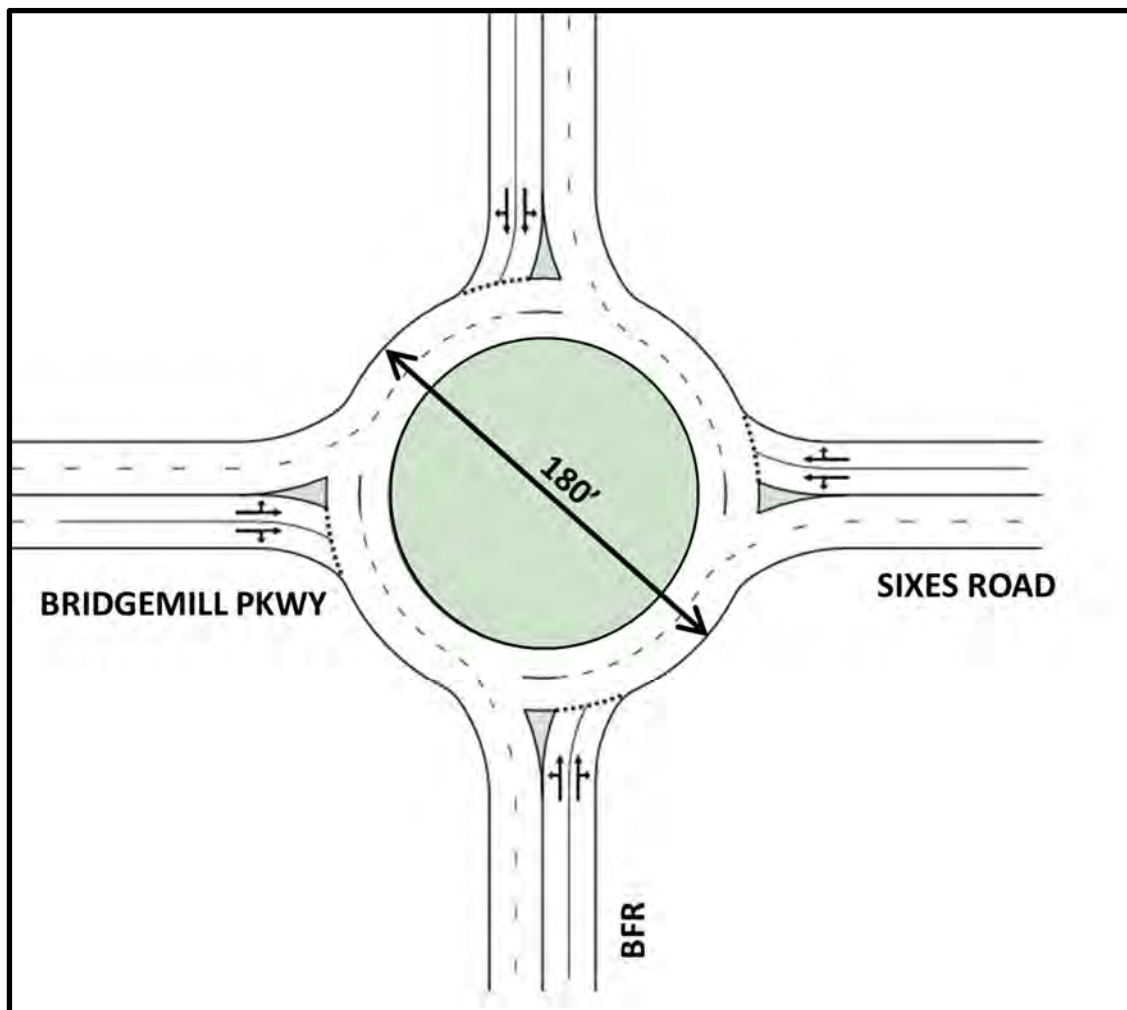
Short-Term Improvements for this intersection were found to be:

- Addition of a left turn lane for the eastbound approach (Bridgemill Parkway). Warranted by GDOT daily volume requirements. Minimum full width storage 135 feet.
- Adjustments to the existing signal timing to improve the LOS of the intersection and individual approaches.

Two options were explored for Long term Improvement(s) at this intersection:

1. Leave the intersections signalized and add a dual left turn lane configuration that is warranted when a peak left turn volume is greater than 300. The southbound left turning volume is currently 335 vehicles in the AM. The longest queue observed during the site visit was 8 cars also during the AM. The current storage length of the single left turn is sufficient to handle this queue and the movement is operating acceptably, though as the volume continues to grow a second left may be necessary.
2. Reconfigure the intersection into a multilane roundabout after widening BFR. Figure 13 illustrates the layout of the roundabout.

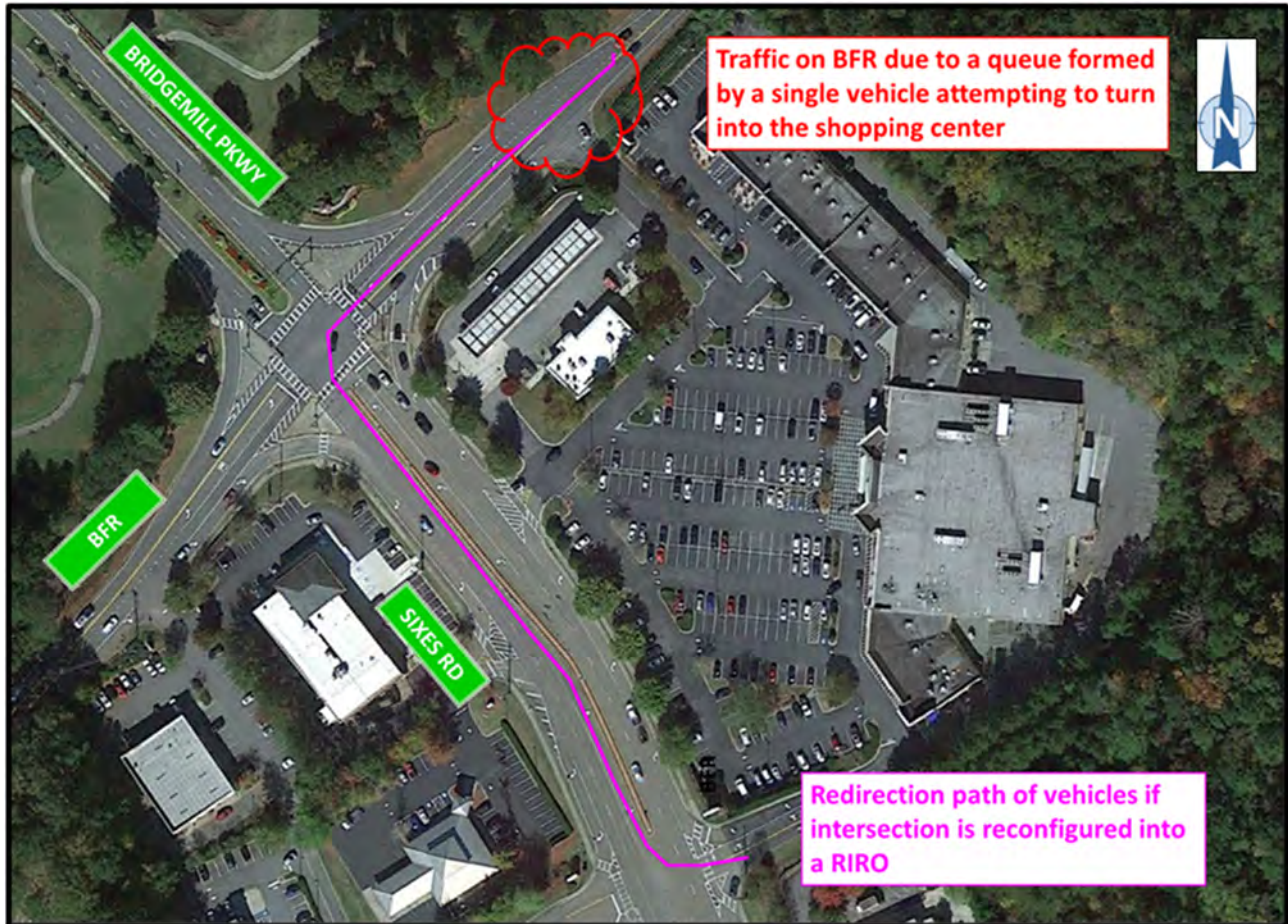
Figure 13: BRIDGEMILL/SIXES LONG TERM IMPROVEMENT CONCEPT (OPTION 2)



Other improvements to consider – Sixes Road/Bridgemill Pkwy

While driving the corridor as a part of the site visit, a queue of 7 vehicles, which was preventing traffic to proceed along BFR, was seen at the location illustrated in Figure 14. This queue was due a vehicle attempting to make a left turn into the shopping center located on the northeast corner of the intersection. Until BFR is widening to a four-lane and a left turn lane can be provided, it is recommended that this driveway be reconstructed into a Right-in/Right-out. This will prevent traffic from being stopped on BFR due to single car.

Figure 14: OBSERVED DRIVEWAY QUEUE BLOCKING BFR TRAFFIC



BFR and Holly Street

Short-Term Improvements for this intersection were found to be:

- Addition of a right turn lane for the northbound approach on BFR. Warranted by GDOT daily volume requirements. Minimum full width storage 175 feet.
- Addition of a right turn lane for the westbound approach on Holly Street. Warranted by GDOT daily volume requirements. Minimum full width storage 175 feet.
 - Approximately 75% of vehicles turning onto BFR from Holly Street are turning right.
 - The longest queue for the minor street approach was observed to 15 cars. This was due to a single vehicle making a left turn movement, while the other 14 were making a right turn.
 - The addition of a right turn lane would prevent the heavier movement (right turn) from being held up due a single vehicle.
- Improve sight distance for the westbound approach looking right.
 - The current sight distance looking right was measured at approximately 300 feet.
 - The Holly Street intersection is located at the beginning of a horizontal and vertical curve that extends in the northbound direction. This curve is a factor in limiting sight distance.
 - There is also on embankment on the northeast corner that contributes to the shortened sight distance.
 - Due to curvature of the road the minimum 500 feet is most likely unobtainable. However, if the embankment is cut back/smoothed out then it is believed a minimum of 100 feet of sight distance would be added.
 - Figure 15 illustrates the view from 6 feet behind the stop bar where the sight distance was measured from.

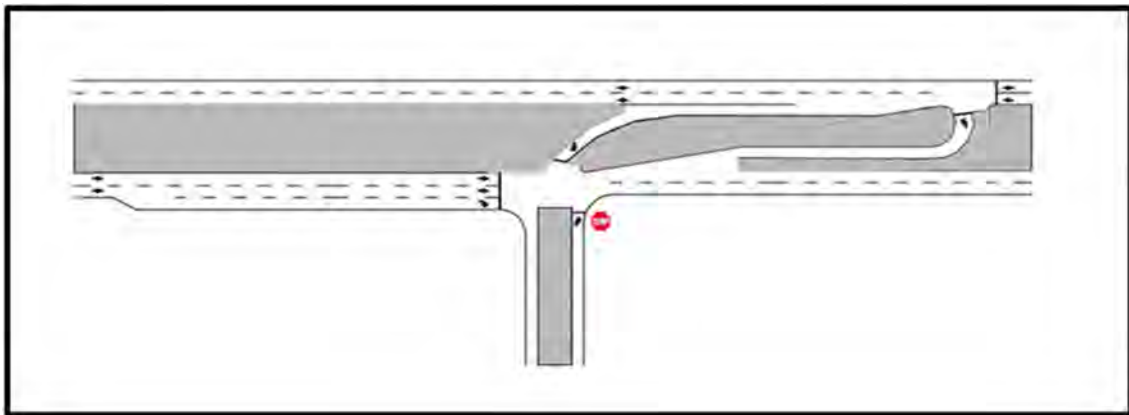
Figure 15: HOLLY STREET APPROACH LOOKING RIGHT



Two options were explored for Long-term Improvement(s) at this intersection. Both improvements are dependent on BFR being widened:

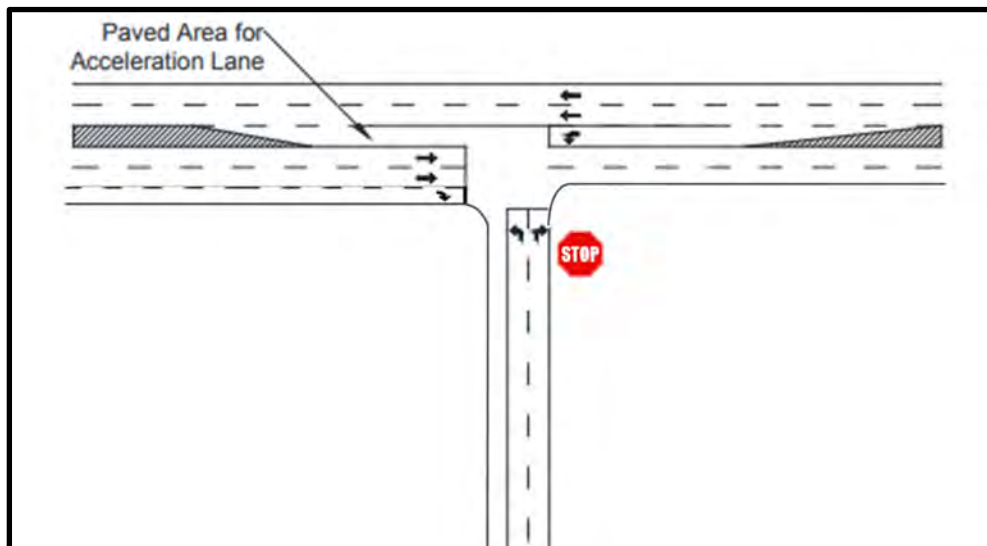
1. Reconfigure the Holly Street intersection into a Restricted Crossing U-Turn (RCUT) intersection, as show in Figure 16 below.
 - According to the FHWA, an RCUT “differs from a conventional intersection by eliminating the left-turn and through movements from cross street approaches.....the RCUT intersection requires drivers to turn right onto the main road and then make a U-turn maneuver at a one-way median opening at least 400 feet after the intersection.
 - RCUT are typically installed when the left/through volume(s) are low in comparison to the right turning volume. This makes Holly Street a prime candidate for reconfiguration.

Figure 16: TYPICAL CONFIGURATION FOR RCUT INTERSECTION



2. Reconfigure the Holly Street intersection into an unsignalized High-T intersection, as shown in Figure 17 below.
 - According the FHWA, a High-T “allows main line through traffic to pass through an intersection without stopping, while also eliminating conflicting vehicle movements.
 - Side street left turning traffic is provided a minimum 800-foot merge/acceleration lane.

Figure 17: TYPICAL CONFIGURATION FOR HIGH-T INTERSECTION

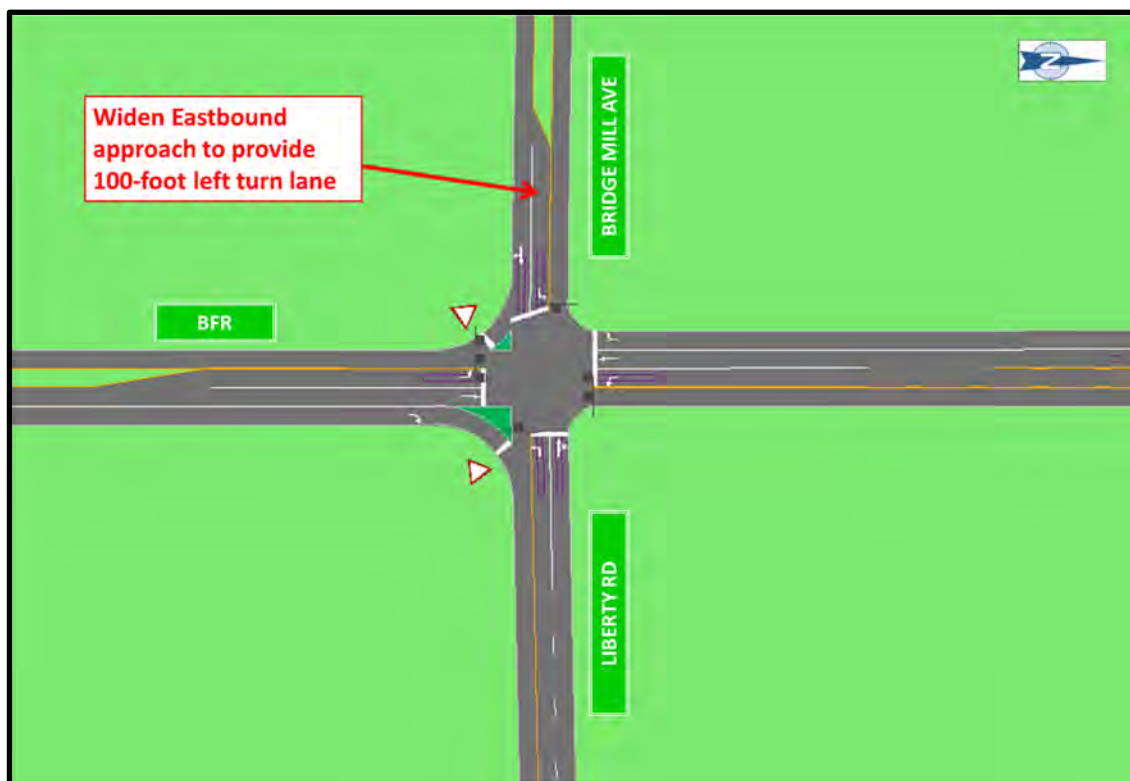


BFR and Bridge Mill Avenue

Short-Term Improvements for this intersection were found to be:

- Addition of a left turn lane for the eastbound approach. Warranted by GDOT daily volume requirements. Minimum full storage 100 feet. The turn lane was shortened due to the limited distance between the intersection and the driveway for the Bridgemill shopping center.
- Upgrade the existing-five-section signal heads for the northbound and southbound left turn lanes to four-section Flashing Yellow Arrow (FYA) signal heads.
- Adjustments to the existing signal timing to improve the LOS of the intersection and individual approaches.
- Figure 18 illustrates the listed improvements.

Figure 18: BRIDGE MILL AVE/LIBERTY ROAD



No Mid or Long-term improvements were proposed for this intersection due to capacity analysis indicating acceptable operation through 2046 regardless of the BFR roadway section.

However, while the signal does/is expected to operate acceptably this intersection serves as an entrance to the Liberty Elementary School and experiences high traffic during the AM Peak Hour and during early afternoon due to parent drop-off/pick-up of the children attending this school.

Other improvements to consider – Liberty Elementary and Freedom Middle

The intersection of BFR and Liberty Road also serves as an entrance for the Liberty Elementary School (LES), while Freedom Middle School (FMS) has an entrance approximately 1500 feet north of the signalized intersection. There is a third point of access between these two that is for bus drop-off/pick-up only.

While the signal is expected to operate acceptably at the BFR and Liberty Road, it experiences high traffic during the AM Peak Hour and during early afternoon due to parent drop-off/pick-up of the children attending this school. The same is true for the entrance for Freedom Middle School. During the site visit, the following queues due to parent traffic were observed spilling out onto BFR:

- Liberty Elementary School
 - North: 6 cars or 150 feet
 - South: 24 cars or 600 feet
- Freedom Middle School
 - North: 21 cars or 525 feet
 - South: 33 cars or 825 feet

The queuing for each school does not affect the other as they have different start times in the AM and let-out times in the PM.

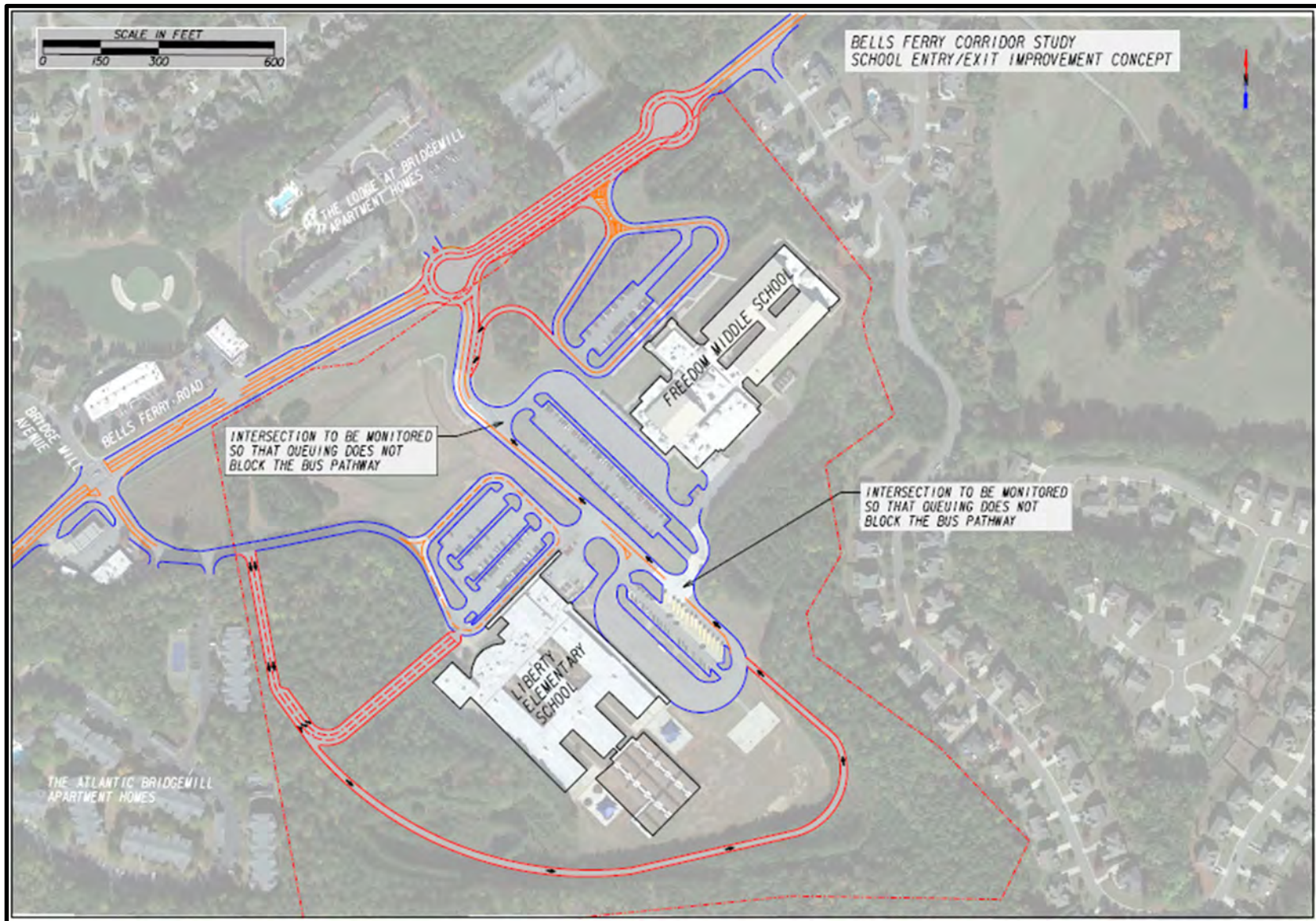
Finally, for both Freedom Middle School's driveway as well as the driveway dedicated for the bus traffic, there was a person on BFR directing traffic to help vehicles/buses leave the school grounds.

In an effort to improve this area, a concept was developed in order to address two issues:

1. Remove the parent queues off BFR completely for both schools
2. Eliminate the need for a person at the unsignalized intersections to direct traffic

With these two issues in mind, the concept on the following page, shown in Figure 19, was developed.

Figure 19: SCHOOL IMPROVEMENT CONCEPT



BFR and Gold Mill Ridge

No Short-Term improvements were deemed necessary at Steels Bridge Road due to:

- The side street approach of Gold Mill Ridge is currently operating acceptably in all peak hours.
- The largest observed queue was four cars. This was only observed once during a single peak hour (AM).
- No sight distance issues were discovered at this intersection during the site visit.

By 2026, it is expected that the AM and PM Peak Hours will be near the threshold of LOS E (35 ≥ seconds of delay). Because of this a Mid-term improvement was explored that could be employed before 2026.

The single lane roundabout was evaluated first with the 2026 volumes.

Table 20: CAPACITY ANALYSIS – GOLD MILL ROUNDABOUT – 2026

APPROACH (ROAD)	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
NB (BFR)	B (11.7)	A (8.5)	B (12.1)
SB (BFR)	A (7.3)	A (7.6)	B (10.5)
EB (GOLD MILL)	A (4.2)	A (8.0)	A (8.9)

The results indicate the under roundabout control that LOS B or better can be expected for each approach in all peak hours.

In order to determine the lifetime of this improvement the single lane roundabout was then evaluated using the 2046 volumes.

Table 21: CAPACITY ANALYSIS – GOLD MILL ROUNDABOUT – 2046

APPROACH (ROAD)	AM PEAK HOUR	MD PEAK HOUR	PM PEAK HOUR
NB (BFR)	C (15.3)	A (9.8)	B (12.4)
SB (BFR)	A (8.1)	A (8.7)	B (10.9)
EB (GOLD MILL)	B (10.9)	A (8.0)	A (9.2)

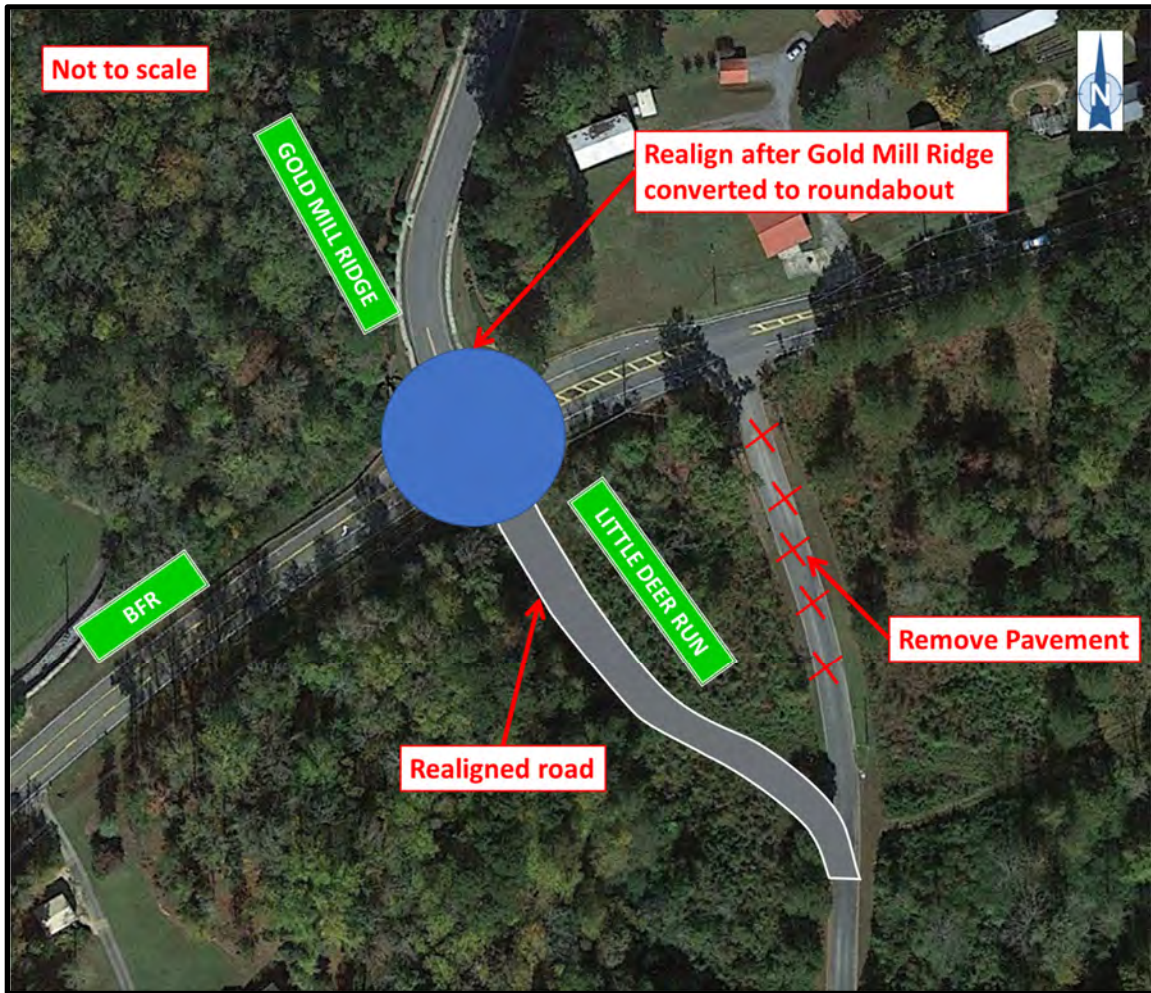
The results indicate that a single lane roundabout control is expected to operate acceptably to the Design Year of 2046. This analysis illustrates the that minimum lifetime of effectiveness for the single lane roundabout at 20 years.

While the analysis proves that a single-lane roundabout will operate acceptably until the Design year, it should be constructed in such a way that if BFR is widened to a four-lane the single-lane can be reconfigured into a multilane roundabout.

Other improvements to consider – Gold Mill Ridge

Constructing the roundabout at the Gold Mill Ridge intersection would present an opportunity to transition two separate intersections into one. Little Deer Run intersects BFR approximately 200 feet north of Gold Mill Ridge and serves as the sole entry and exit for a small residential neighborhood under minor street stop control. Figure 20 illustrates a concept sketch of how Little Deer Run could be rerouted to become the fourth leg of the Gold Mill Ridge intersection.

Figure 20: LITTLE DEER RUN REALIGNMENT

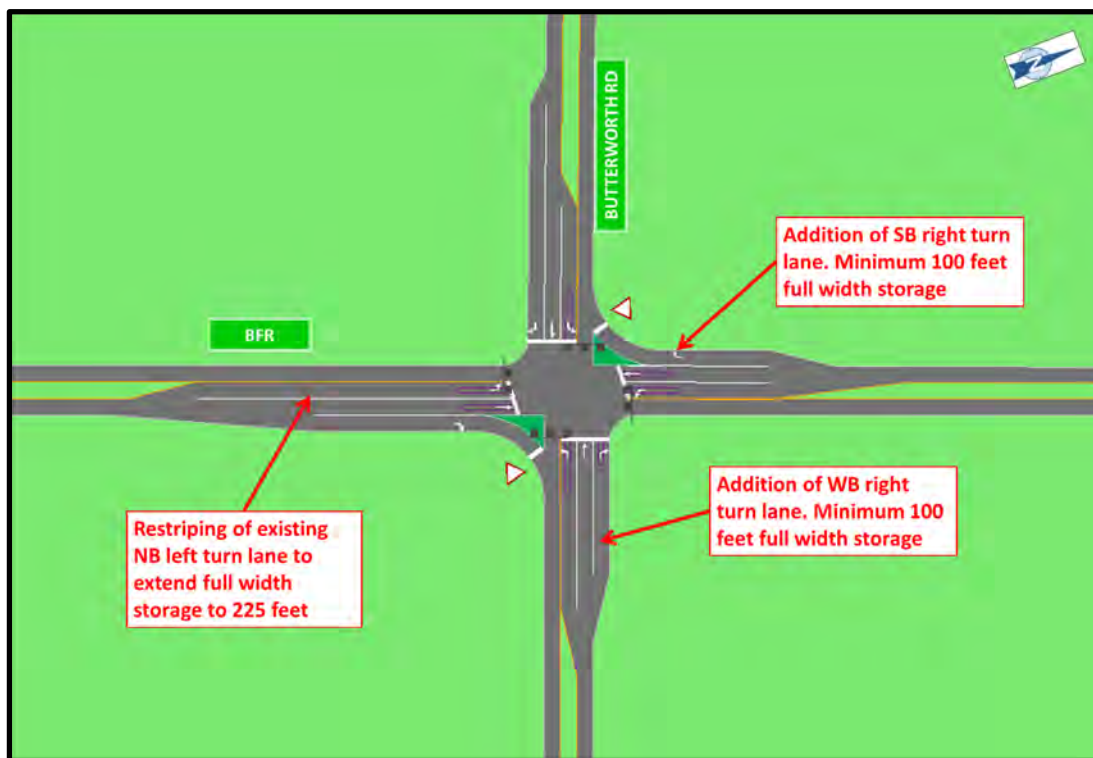


BFR and Butterworth Road

Short-Term Improvements for this intersection were found to be:

- Addition of a right turn lane for the southbound approach. Warranted by GDOT daily volume requirements.
 - Minimum full width storage 100 feet (speed limit is 35 mph after Gold Mill Ridge).
- Addition of a right turn lane for the westbound approach (Butterworth Road). Warranted by GDOT daily volume.
 - Minimum full width storage 100 feet (speed limit is 35 mph after Gold Mill Ridge).
- Restripe the Northbound left turn lane to provide 225 feet of full width storage.
 - Current full width is approximately 160 feet, which is the minimum required by GDOT on a 35-mph roadway.
 - Largest queue observed in this turn lane was 9 cars, which equates to 225 feet.
 - Due to the proximity of an existing gas station driveway the longest the left turn can be without obstructing the driveway and have a taper is 225 feet.
- Upgrade the existing-five-section signal heads for the left turn lanes to four-section Flashing Yellow Arrow (FYA) signal heads.
- Adjustments to the existing signal timing to improve the LOS of the intersection and individual approaches.
- Figure 21 illustrates a concept of these improvements.

Figure 21: SHORT-TERM IMPROVEMENTS – BUTTERWORTH ROAD



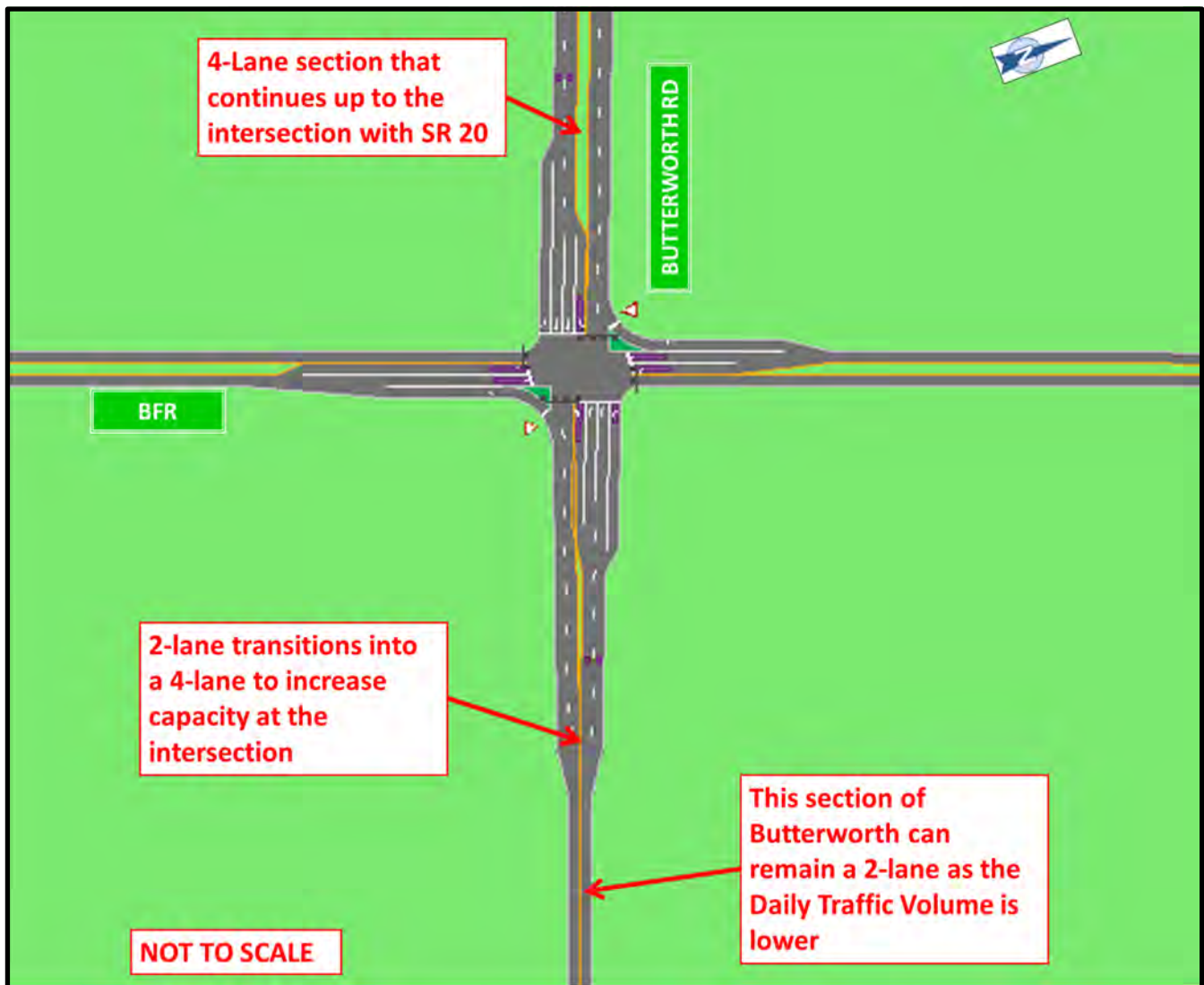
Two options were explored for Long-term Improvement(s) at this intersection.

1. Leave intersection signalized.
2. Convert intersection into a multi-lane roundabout after BFR 4-laned.

Other improvements to consider – Butterworth Road

Consider widening Butterworth Road into a four-lane section between BFR and SR 20. The current AADT on Butterworth Road West of BFR is 15,000 vehicles, which is the approximate threshold for a two-lane to four-lane conversion. Butterworth Road is being utilized as a high volume cut through road for traffic going to and from SR 20 and SR 5, with more of the traffic headed west to SR 20. The additional lanes will not only add capacity to Butterworth Road, but will also improve the operation of the BFR and Butterworth Road intersection. A concept of the widening at the Butterworth Road intersection is shown in Figure 22. The Short-Term improvements are also included in the figure.

Figure 22: OTHER IMPROVEMENTS – WIDEN BUTTERWORTH ROAD



BFR and Marietta Highway

This intersection is expected to operate acceptably through 2046 under existing conditions and with the limited space surrounding the intersection only a few Short-Term Improvements for this intersection were considered:

- Adjustments to the existing signal timing to improve the LOS of the intersection and individual approaches.
- Addition of FYA signal heads for the Marietta Highway approaches.

The table below summarizes the alternatives considered and the time periods for which they were considered.

Table 22: INTERSECTION IMPROVEMENTS SUMMARY			
Intersection/Area	Short-Term Improvement(s)	Mid-Term Improvement(s)	Long Term Improvement(s)
Bells Ferry Road Corridor	-----	-----	Widen corridor to four-lanes from the Marina to the Butterworth Intersection
BFR & Wooten Drive (South)	Improvement of sight distance looking north	-----	-----
BFR & Steels Bridge Road	-----	Construct a single-lane roundabout (inscribed diameter 180')	Restripe the single-lane into multi-lane when BFR is widened to a Four-lane
BFR & Wooten Drive (North)	1) Addition of southbound left turn lane; Addition of westbound right turn lane; Improve sight distance	-----	-----
	2) Cul-de-sac the existing Wooten Drive and realign road to intersect roundabout at Steels Bridge Road intersection	-----	-----
BFR & Ridge Road	Adjustment of existing signal timing; Extension of northbound right turn lane	-----	-----
BFR & Sixes Road/ Bridgemill Parkway	1) Addition of a eastbound left turn lane with 3-section FYA indication; Adjustment of existing signal timing	-----	Leave intersection signalized and reconstruct the southbound left turn movement to be a dual left
	2) -----	-----	Construct a multilane roundabout while widening BFR (180 feet inscribed diameter)
BFR & Holly Street	1) Addition of a northbound right turn lane; Addition of a westbound right turn lane; Improve sight distance looking north	-----	Convert intersection into an Unsignalized Restricted Crossing U-turn intersection
	2) -----	-----	Convert intersection into a High-T intersection
BFR & Bridge Mill Ave/ Liberty Road	Addition of an eastbound left turn lane; Upgrade the existing 5-section signal heads to 4-section FYAs; Signal Timing	-----	-----
BFR & Gold Mill Ridge	-----	Construct a single-lane roundabout (inscribed diameter 180')	-----
BFR & Butterworth Road	1) Addition of a southbound right turn lane; Addition of a westbound right turn lane; Extend northbound left turn lane by striping; Upgrade existing 5-section signal heads to 4-section FYAs; Signal Timing Adjustment	-----	Leave intersection signalized
	2) -----	-----	Construct a multilane roundabout while widening BFR (180 feet inscribed diameter)
BFR & Marietta Highway	Addition of FYA signal heads for the Marietta Highway approaches; Signal Timing Adjustment	-----	-----
Other Improvements to Consider			
Marina	Cut back trees/vegetation to improve sight distance until BFR is realigned	-----	-----
The Market at Bridgemill driveway on BFR	Convert intersection into a RIRO	-----	-----
Liberty Elementary School/ Freedom Middle School	-----	Construct extra storage space for the parent queueing; convert the unsignalized driveways to multilane roundabouts with a four-lane section between them	-----
BFR & Butterworth Road	-----	Widen Butterworth Road into a four-lane roadway between BFR and SR 20	-----

BENEFIT-COST ANALYSIS

In an effort to determine the feasibility of some of the proposed improvement alternatives a Benefit/Cost Analysis was performed on the alternatives that were deemed optimal for each intersection. To complete this process three pieces of information were necessary:

1. Estimated Travel Time Savings Benefits associated with the alternative
2. Estimated Crash Savings Benefits
3. Estimated Cost of the Alternative

1) **Travel Time Savings** – This process uses the delay reduction experienced per vehicle comparing the proposed alternative to the “existing condition”. For example, under existing conditions the delay was 10 seconds per affected vehicle and it was reduced to 6 seconds with the alternative installed, then the delay reduction per vehicle would be 4 seconds. Using this process, the delay reductions for the AM, Middy, and PM Peaks were converted into Hours Saved per Work Year. Finally, the Hours Saved per Work Year is multiplied by the Average Hourly Earnings found for Cherokee County to convert this into Annual Travel Time Savings.

2) **Crash Savings Benefits** – These were developed by using a process outlined in the Highway Safety Manual (HSM) in order to put a cost to the crashes that would be prevented by the alternative based on the Crash Reduction Factors (CRF), from Crash Clearinghouse, associated with the proposed alternatives. Comprehensive Crash Costs were provided via a 2016 update by the FHWA and per the process outlined these national costs first must be adjusted to state level costs costs based on per capita income (PCI). According to the 2016 update Georgia’s PCI compared to national average is 0.844. Finally, the 2016 costs must be brought to current values. The year of 2019 was used to avoid affects by the Coronavirus. The table below illustrates the 2016 FHWA costs, the 2016 Georgia adjusted costs, and the 2019 Georgia costs.

Table 23: COMPREHENSIVE CRASH COSTS

CRASH SEVERITY		2016 FHWA	2016 GEORGIA	2019 GEORGIA
K	Fatal Crash	\$11,295,402	\$9,533,319	\$10,435,754
A	Suspected Serious Injury Crash	\$654,967	\$552,792	\$604,229
B	Suspected Minor Injury Crash	\$198,492	\$167,527	\$182,694
C	Possible Injury Crash	\$125,742	\$106,126	\$115,694
O	Property Damage Only	\$11,906	\$10,049	\$10,702

The 2019 Georgia costs were applied to the amount of crashes found to be correctable based on the alternative chosen. The number of crashes was then multiplied by the appropriate cost. For all injuries sustained in a crash the cost for crash severity ‘B’ was used. Because the crash data was collected for the past five years at each intersection, the total cost found was divided by 5 to convert it into annual cost savings.

- 3) **Cost of the Alternative** – The estimated cost of the chosen alternative at each intersection was developed by Heath & Linebeck Engineers Inc. Using the costs provided, the Total Annual Costs, for the Design Life of each alternative (26 years), were determined through the following equation:

$$AC = P\left(\frac{A}{P}i, n\right)$$

Where P = Estimated Cost

A/P = Cash Flow Equivalent Factors based on i and n

i = Time Value of Money based on Federal Interest Rate

n = Life of Project

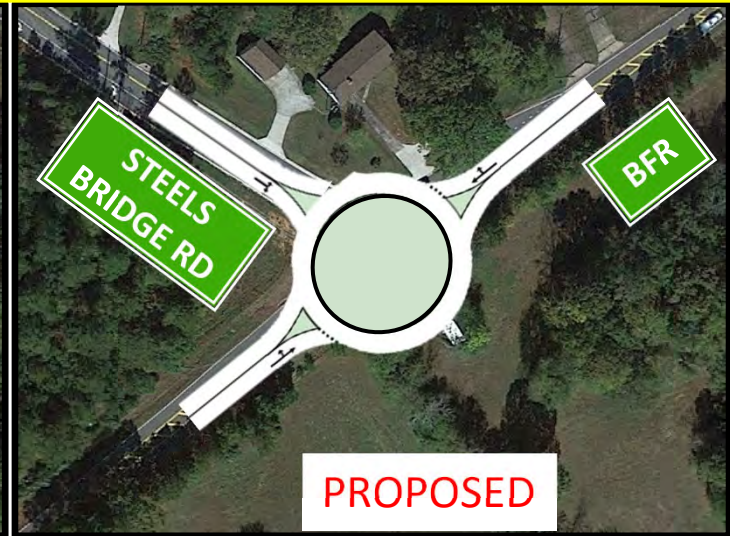
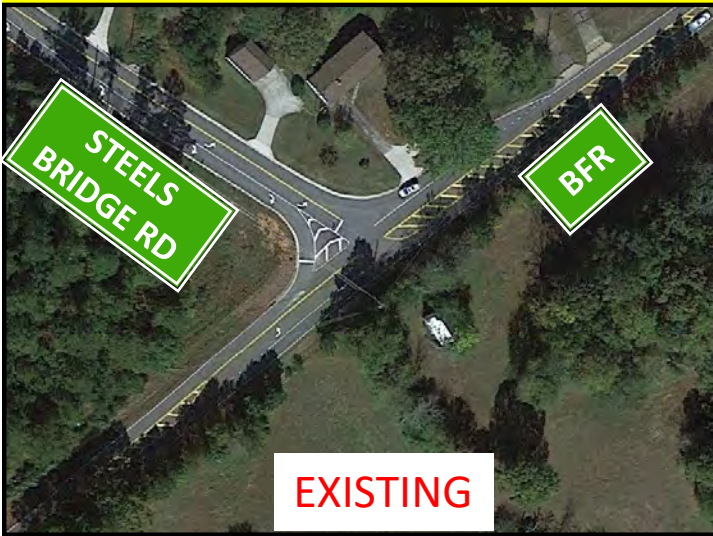
After each of the three pieces of information were determined for each intersection a Benefit/Cost was produced for the alternative:

$$BC \text{ Ratio} = \frac{\textit{Travel Time Savings} + \textit{Crash Savings}}{\textit{Cost of the Alternative}}$$

The following pages illustrate the process outlined to determine a B/C Ratio for each applicable proposed alternative.

The estimated total cost for the each of the evaluated alternatives is included in Appendix M.

BFR AT STEELS BRIDGE ROAD (Completed 2026)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	29.9	16.3	36.1
Vehicles at Approach	260	140	160
Total Delay Reduction per Hour	2.160	0.634	1.604
Hours Saved through Workday	6.478	1.268	4.813
Hours Saved per Day	12.560		
Hours Saved per Work Year (260)	3265.46		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$86,339.00		

Crash Reduction

Roundabout Crash Reduction %'s
 All PDO's = 32%
 All Inj/Fat = 71%
 Total Correctable Crashes = 13
 PDO Crashes = 8
 Total Injuries = 8

Type	PDO	Inj/Fat
Total	8	8
Reduced	3	6
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$32,105	\$1,096,162

Annual Crash Savings = $\frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$
 Annual Crash Savings = $\frac{\$32,105 + \$1,096,162}{5}$
 Annual Crash Savings = **\$225,653.00**

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$3,663,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$AC = \$3,663,000 (0.0497)$
 $AC = \mathbf{\$182,051.00}$

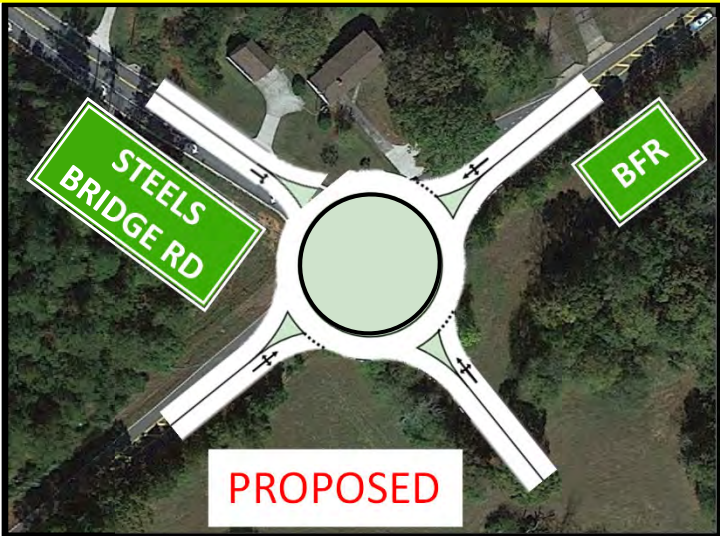
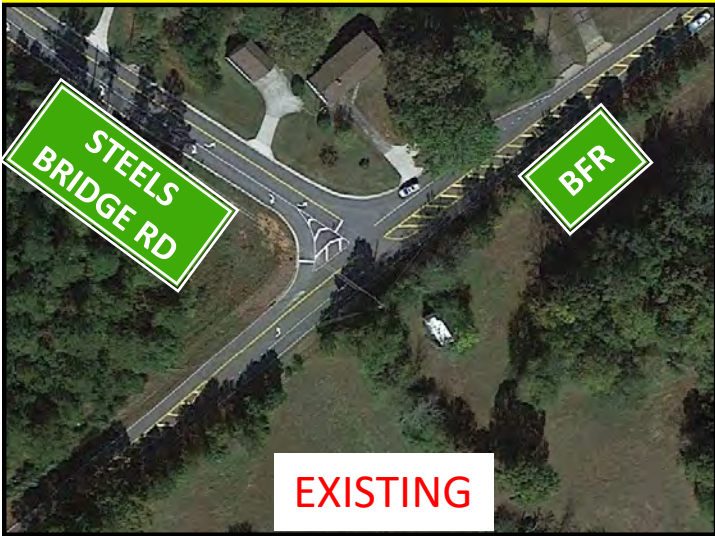
FINAL BENEFIT/COST

$$B/C \text{ Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$86,339 + \$225,653)}{\$182,051}$$

B/C for alternative = 1.71

BFR AT WOOTEN DRIVE (NORTH)

(Completed 2026)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	7.5	5.1	10.9
Vehicles at Approach	35	25	30
Total Delay Reduction per Hour	0.073	0.035	0.091
Hours Saved through Workday	0.219	0.071	0.273
Hours Saved per Day	0.562		
Hours Saved per Work Year (260)	146.142		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$3,864.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 32%

All Inj/Fat = 71%

Total Correctable Crashes = 13

PDO Crashes = 8

Total Injuries = 8

Type	PDO	Inj/Fat
Total	3	6
Reduced	1	4
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$10,702	\$730,775

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$10,702 + \$730,775}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$148,295.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$817,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$$AC = \$817,000 (0.0497)$$

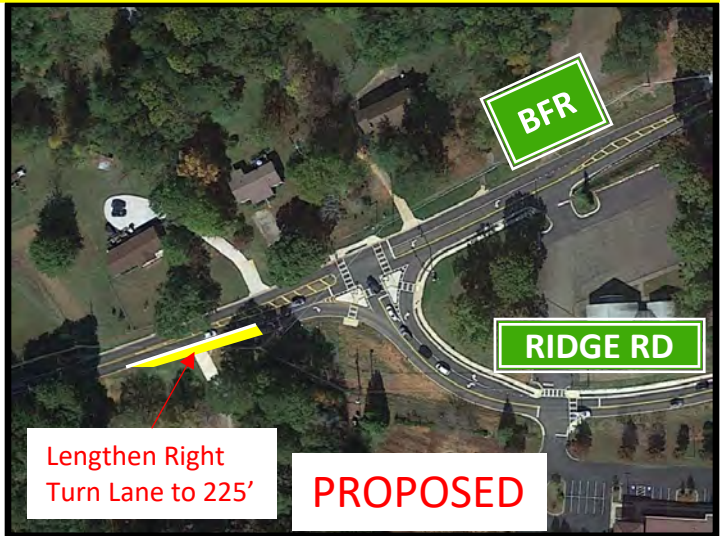
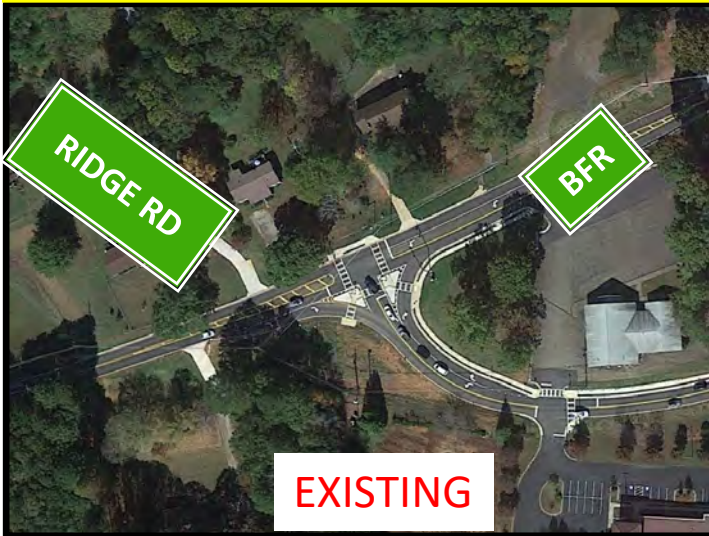
$$AC = \mathbf{\$40,605.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$3,864 + \$148,295)}{\$40,605}$$

B/C for alternative = 3.75

BFR AT RIDGE ROAD (Completed by 2023)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	1.6	2.1	11.3
Vehicles at Approach	695	630	805
Total Delay Reduction per Hour	0.309	0.368	2.527
Hours Saved through Workday	0.927	0.735	7.580
Hours Saved per Day	9.242		
Hours Saved per Work Year (260)	2402.94		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$63,534.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 14%

All Inj/Fat = 9%

Total Correctable Crashes = 0

PDO Crashes = 0

Total Injuries = 0

Type	PDO	Inj/Fat
Total	0	0
Reduced	0	0
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$0	\$0

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$0 + \$0}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$0.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$222,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$$AC = \$222,000 (0.0497)$$

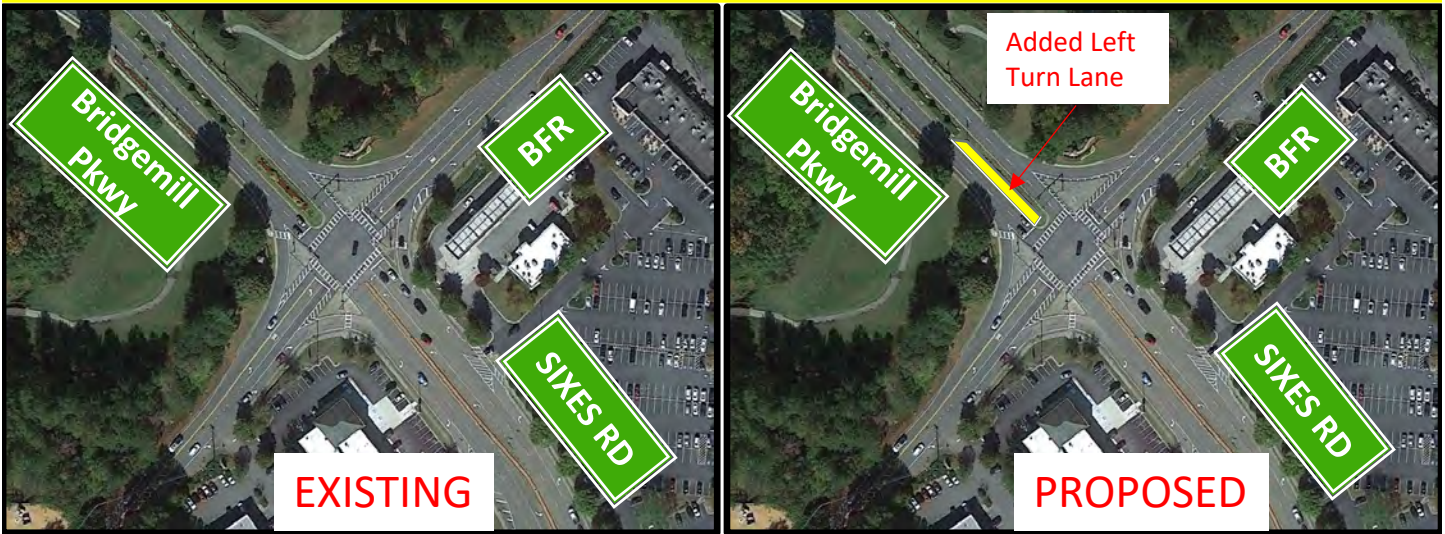
$$AC = \mathbf{\$11,033.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$63,534 + \$0)}{\$11,033}$$

$$\mathbf{\underline{\underline{B/C \text{ for alternative} = 5.76}}}$$

BFR AT SIXES ROAD/BRIDGEMILL PARKWAY (Completed 2023)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	1.3	0.3	0.4
Vehicles at Intersection	1505	1550	1790
Total Delay Reduction per Hour	0.543	0.129	0.199
Hours Saved through Workday	1.630	0.258	0.597
Hours Saved per Day	2.485		
Hours Saved per Work Year (260)	646.208		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$17,086.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 19%

All Inj/Fat = 17%

Total Correctable Crashes w/ WBL = 14
PDO Crashes = 11
Total Injuries = 5

Type	PDO	Inj/Fat
Total	11	5
Reduced	2	1
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$21,404	\$182,694

Annual Crash Savings = $\frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$

Annual Crash Savings = $\frac{\$21,404 + \$182,694}{5}$

Annual Crash Savings = **\$40,820.00**

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

P = \$40,000

i = 2.00%

n = 26

A/P = 0.0497

AC = \$78,000 (0.0497)

AC = **\$3,877.00**

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$17,086 + \$40,820)}{\$3,877}$$

B/C for alternative = 14.94

BFR AT HOLLY STREET (Completed 2023)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	5.9	6.4	7.3
Vehicles at Approach	145	130	145
Total Delay Reduction per Hour	0.238	0.231	0.294
Hours Saved through Workday	0.713	0.462	0.882
Hours Saved per Day	2.057		
Hours Saved per Work Year (260)	534.88		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$14,143.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 14%

All Inj/Fat = 9%

Total Correctable Crashes = 3

PDO Crashes = 3

Total Injuries = 0

Type	PDO	Inj/Fat
Total	3	0
Reduced	1	0
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$10,702	\$0

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$10,702 + \$0}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$2,140.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$643,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$$AC = \$643,000 (0.0497)$$

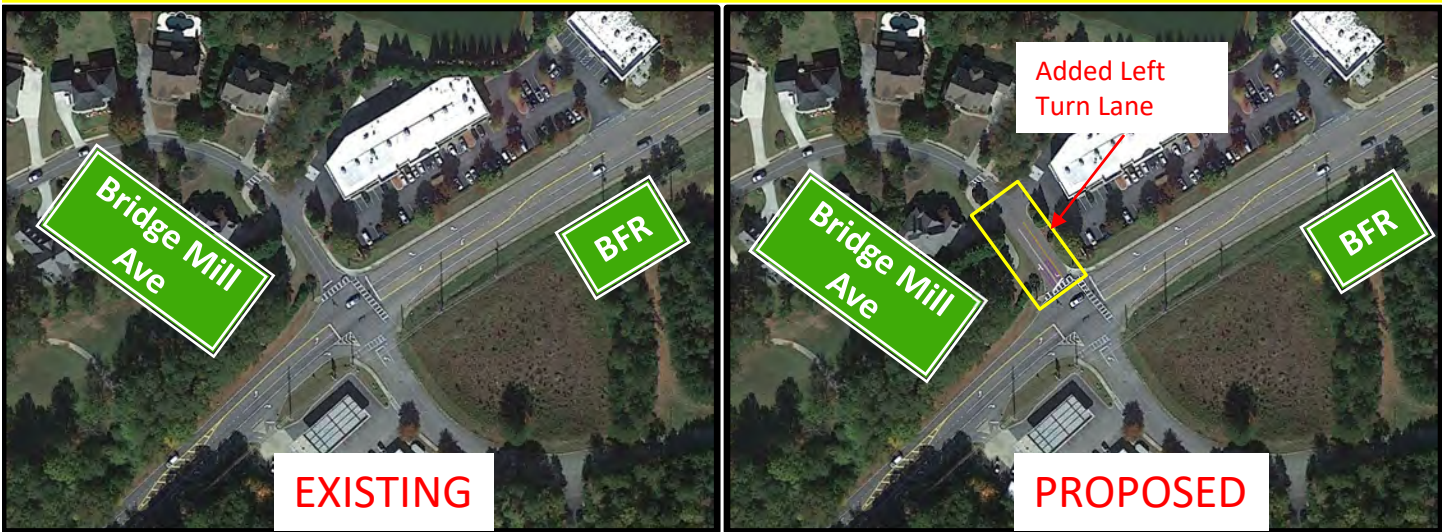
$$AC = \mathbf{\$31,957.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$14,143 + \$2,140)}{\$31,957}$$

B/C for alternative = 0.51

BFR AT BRIDGE MILL AVE (Completed 2023)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	5.3	3.1	2.8
Vehicles at Approach	270	140	145
Total Delay Reduction per Hour	0.398	0.121	0.113
Hours Saved through Workday	1.193	0.241	0.338
Hours Saved per Day	1.772		
Hours Saved per Work Year (260)	460.710		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$12,182.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 19%

All Inj/Fat = 17%

Total Correctable Crashes = 3

PDO Crashes = 3

Total Injuries = 0

Type	PDO	Inj/Fat
Total	3	0
Reduced	1	0
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$10,702	\$0

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$10,702 + \$0}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$2,140.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$443,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$$AC = \$443,000 (0.0497)$$

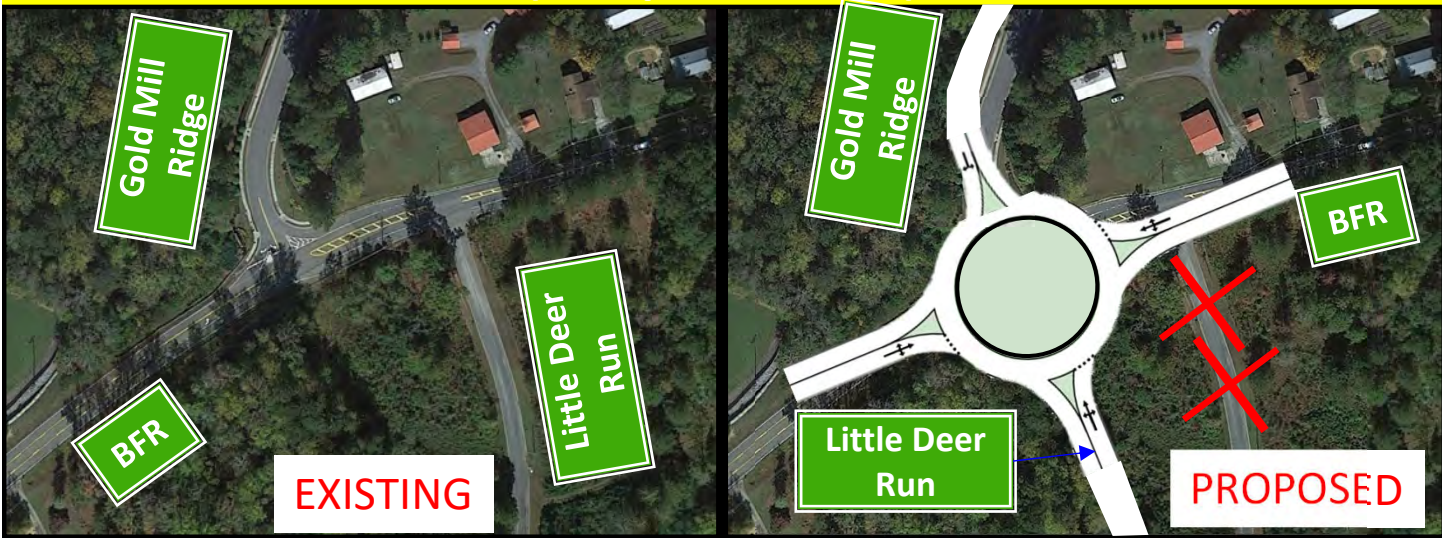
$$AC = \mathbf{\$22,017.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$12,182 + \$2,140)}{\$22,017}$$

$$\mathbf{\underline{B/C \text{ for alternative} = 0.65}}$$

BFR AT GOLD MILL RIDGE (Completed 2026)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	41.6	12.2	35.6
Vehicles at Approach	285	150	175
Total Delay Reduction per Hour	3.293	0.508	1.731
Hours Saved through Workday	9.880	1.017	5.192
Hours Saved per Day	16.088		
Hours Saved per Work Year (260)	4182.967		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$110,598.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 32%

All Inj/Fat = 71%

Total Correctable Crashes = 13

PDO Crashes = 8

Total Injuries = 8

Type	PDO	Inj/Fat
Total	12	8
Reduced	4	6
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$42,807	\$1,096,162

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$42,807 + \$1,096,162}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$227,794.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P} i, n \right)$$

$P = \$3,128,000$
 $i = 2.00\%$
 $n = 26$
 $A/P = 0.0497$

$$AC = \$3,128,000 (0.0497)$$

$$AC = \mathbf{\$155,462.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$110,598 + \$227,794)}{\$155,462}$$

B/C for alternative = 2.18

BFR AT BUTTERWORTH ROAD

(Completed 2023)



BENEFITS

Estimated Delay Reduction

	AM	MD	PM
Delay Reduction per Vehicle	2.0	2.5	5.0
Vehicles at Intersection	1780	1525	2120
Total Delay Reduction per Hour	0.989	1.059	2.944
Hours Saved through Workday	2.967	2.118	8.833
Hours Saved per Day	13.918		
Hours Saved per Work Year (260)	3618.69		
Cherokee County Avg Hrly Earnings	\$26.44 per hour		
Total Travel Time Savings (rounded to nearest \$)	\$95,678.00		

Crash Reduction

Roundabout Crash
Reduction %'s

All PDO's = 14%

All Inj/Fat = 9%

Total Correctable Crashes = 1

PDO Crashes = 1

Total Injuries = 0

Type	PDO	Inj/Fat
Total	1	0
Reduced	0	0
Cost Per	\$10,701.83	\$182,693.67
Total \$	\$0	\$0

$$\text{Annual Crash Savings} = \frac{\text{Total Crash Reduction}}{\# \text{ of Years}}$$

$$\text{Annual Crash Savings} = \frac{\$0 + \$0}{5}$$

$$\text{Annual Crash Savings} = \mathbf{\$0.00}$$

ESTIMATED COST

$$AC = P \left(\frac{A}{P}, i, n \right)$$

$$P = \$741,000$$

$$i = 2.00\%$$

$$n = 26$$

$$A/P = 0.0497$$

$$AC = \$741,000 (0.0497)$$

$$AC = \mathbf{\$36,828.00}$$

FINAL BENEFIT/COST

$$\text{B/C Ratio} = \frac{\text{Total Annual Benefits}}{\text{Total Annual Costs}} = \frac{(\$95,678 + \$0)}{\$36,828}$$

B/C for alternative = 2.60

Table 24 below illustrates the reduction in delay with the alternative implemented.

Table 24: CAPACITY ANALYSIS – DELAY REDUCTION COMPARISON

INTERSECTION	ANALYSIS TYPE	BY BASE YEAR (2026)					
		AM		MID		PM	
		W/O Alt	W Alt	W/O Alt	W Alt	W/O Alt	W Alt
Steels Bridge Road	Approach	E (39.0)	A (9.1)	C (22.8)	A (6.5)	E (43.5)	A (7.4)
Wooten Drive (North)	Approach	B (13.6)	A (6.1)	B (10.6)	A (5.5)	C (17.2)	A (6.3)
Ridge Road	Approach	B (10.7)	A (9.1)	B (10.1)	A (8.0)	C (23.3)	B (12.0)
Sixes Road/Bridgemill Parkway	Intersection	B (19.8)	B (18.5)	B (17.8)	B (17.5)	B (18.1)	B (17.7)
Holly Street	Approach	C (23.1)	C (17.2)	D (25.1)	C (18.7)	D (26.9)	C (19.6)
Bridge Mill Avenue	Approach	C (28.3)	C (23.0)	C (29.4)	C (26.3)	C (24.0)	C (21.2)
Gold Mill Ridge	Approach	F (50.6)	A (9.0)	C (18.9)	A (6.7)	E (43.3)	A (7.7)
Butterworth Road	Intersection	C (24.7)	C (22.7)	C (24.3)	C (21.8)	C (31.6)	C (26.6)

The table shows decreased delay for each intersection that an alternative was evaluated. Operational improvements were not evaluated at the intersections of Wooten Drive (South) or Marietta Highway as they are expected operate acceptably under current geometric conditions. These capacity analysis results can be found in Appendix N.

SUMMARY OF FINDINGS

- There are two GDOT P.I. numbered projects in the vicinity of the Bells Ferry Road study corridor and a third project that is expected in the future. The P.I. projects are 0013526 and 0013525, which are the widening of 2.3 miles for BFR south of the marina and the construction of a new two-lane bridge, respectively. The third project is the construction of a second new bridge that would be utilized when/if BFR is widened north of the marina.
- During the field visit multiple queues were observed originating from both Liberty Elementary School and Freedom Middle School. The queues extended from the parent drop-off points within school property, out onto BFR. The longest observed on BFR queue for Liberty was 600 feet and 825 feet for Freedom.
- Both schools have different start and let-out times so the queueing experienced by each school does not affect the other.
- The BFR corridor is experiencing crash rates between Wooten Drive (South) and Marietta Highway that are lower than the state-wide averages for the years analyzed. No fatalities were found through this portion of the corridor for the years analyzed.
- Traffic in the study area and the surrounding regions is expected to grow at a rate of 1.0% per year under No-Build Conditions and Build Conditions.
- Under Existing Conditions, the following study intersections have at least one movement/approach operating with a level of service ‘E’ or worse during one or both peak hours:
 - 2. Steels Bridge Road
- Under Projected Conditions with no geometric improvements, the signalized intersections are expected to continue operate acceptably through the Base Year (2026) and Design Year (2046).
- Under Projected Conditions with no geometric improvements, the following unsignalized intersections within the study area are expected to have at least one movement that experiences a level of service ‘E’ or worse by Base (2026) or Design (2046):
 - 2. Steels Bridge Road
 - 3. Wooten Drive (North)
 - 6. Holly Street
 - 8. Gold Mill Ridge
- It was determined, through interpolation, by using the 2026 volumes that portions of the corridor would begin to reach 15,000 vehicles per day by 2039. For this reason, the 2046 volumes were evaluated under the condition that BFR would be consists of four lanes at this point.
- Under Projected Conditions with the only improvement being the widening of BFR, the signalized intersections are expected to continue to operate acceptably through the Base Year (2026) and Design Year (2046).

- Under Projected Conditions with the only improvement being the widening of BFR, the following unsignalized intersections are expected to have at least one movement that experiences a level of service ‘E’ or worse by Design (2046):
 - 2. Steels Bridge Road
 - 8. Gold Mill Ridge
- Short-Term (≤ 3 years), Mid-Term (≤ 6 years), and Long-Term (6+ years) improvement alternatives were considered for each of the study intersections.
- The alternatives were then narrowed down to the optimal for each intersection, on which a Benefit/Cost analysis was developed. The intersections, the chosen alternative and its B/C Ratio is summarized below:

2. Steels Bridge Road	Construction of a single-lane roundabout that can be transitioned into a multpg 58i-lane after BFR is widened	1.71
3. Wooten Drive (North)	Realignment of road to become the 4 th leg of the Steels Bridge Road intersection after the installation of the roundabout	3.75
4. Ridge Road	Lengthening of the northbound right turn lane	5.76
5. Sixes Road/Bridgemill Parkway	Addition of a dedicated westbound left turn lane and optimized signal timing	14.94
6. Holly Street	Addition of northbound and westbound right turn lanes	0.51
7. Bridge Mill Avenue	Addition of a dedicated westbound left turn lane	0.65
8. Gold Mill Ridge	Construction of a single-lane roundabout that can be transitioned into a multi-lane after BFR is widened; Realignment of Little Deer Run to become 4 th leg of intersection	2.18
9. Butterworth Road	Addition of southbound and eastbound right turn lanes and the extension of the existing northbound left turn lane and optimizing signal timing	2.6

- Capacity Analysis of each of the evaluated alternatives indicates that each of the alternatives would result in decreased delay per vehicle compared to existing geometric conditions.
- Operational improvements for Wooten Drive (South) and Marietta Highway were evaluated due to the expected acceptable operation through the Design Year (2046).
- Other improvements that were found to consider were:
 - Converting the Market at Bridgemill Driveway on BFR to a RIRO
 - Implementation of the school concept to eliminate the parental queueing onto BFR
 - Widening of Butterworth Road into a four-lane from SR 20 though its intersection with BFR

RECOMMENDATIONS

This section contains two sets of recommendations. The set on this page are recommendations based off the B-C Analysis, while the following page contains recommendations based on the evaluations of the study and general improvements to consider for the corridor.

Based on the B-C Analysis, implementation of the following improvements is recommended (by intersection):

2. Steels Bridge Road

- Construction of a single-lane roundabout (180-foot inscribed diameter) that can be transitioned into a multi-lane after BFR is widened – Constructed by 2026.

3. Wooten Drive (North)

- Realignment of the road to become the 4th leg of the Steels Bridge Road intersection after the installation of the roundabout – Constructed by 2026.
- Cul-de-sac original roadway alignment.

4. Ridge Road

- Lengthening of the northbound right turn lane from the existing 75 feet to 225 feet – Constructed by 2023.

5. Sixes Road/Bridgemill Parkway

- Addition of a dedicated 150-foot westbound left turn lane with a three-section FYA – Constructed by 2023.
- Optimize signal timing

6. Holly Street

- Addition of a 175-foot full width storage northbound right turn lane – Constructed by 2023.
- Addition of a 175-foot full width storage westbound right turn lane – Constructed by 2023.
- Sight Distance improvements – completed by 2026.

7. Bridge Mill Avenue

- Addition of a dedicated 100-foot westbound left turn lane – constructed by 2023.

8. Gold Mill Ridge

- Construction of a single-lane roundabout (180-foot inscribed diameter) that can be transitioned into a multi-lane after BFR is widened – Constructed by 2026.
- Realignment of Little Deer Run to become 4th leg of intersection – Constructed by 2026

9. Butterworth Road

- Addition of a 150-foot full width storage southbound right turn lane – Constructed by 2023.
- Addition of a 150-foot full width storage westbound right turn lane – Constructed by 2023
- Restripe the existing northbound left turn lane to provide 225 feet of full width storage – Constructed by 2023
- Optimize signal timing

Other recommendations based on the evaluations of this study are:

- The Bells Ferry Road corridor should be widened to a four-lane roadway section by the year 2039. The widening should take place from the marina to the intersection of Butterworth Road.
- Improving the sight distance at the intersection of Wooten Drive (South) (intersection #1) by cutting back the vegetation and removing existing obstructions.
- Conversion of the existing full access driveway for the Market at Bridgemill on BFR to a RIRO to prevent the traffic on BFR from being obstructed by a single car.
- Adjustments to the existing signal timing of the Marietta Highway (#10) intersection, along with addition of 3-section FYA for the Marietta Highway approaches.

Considerations should also be given to the following:

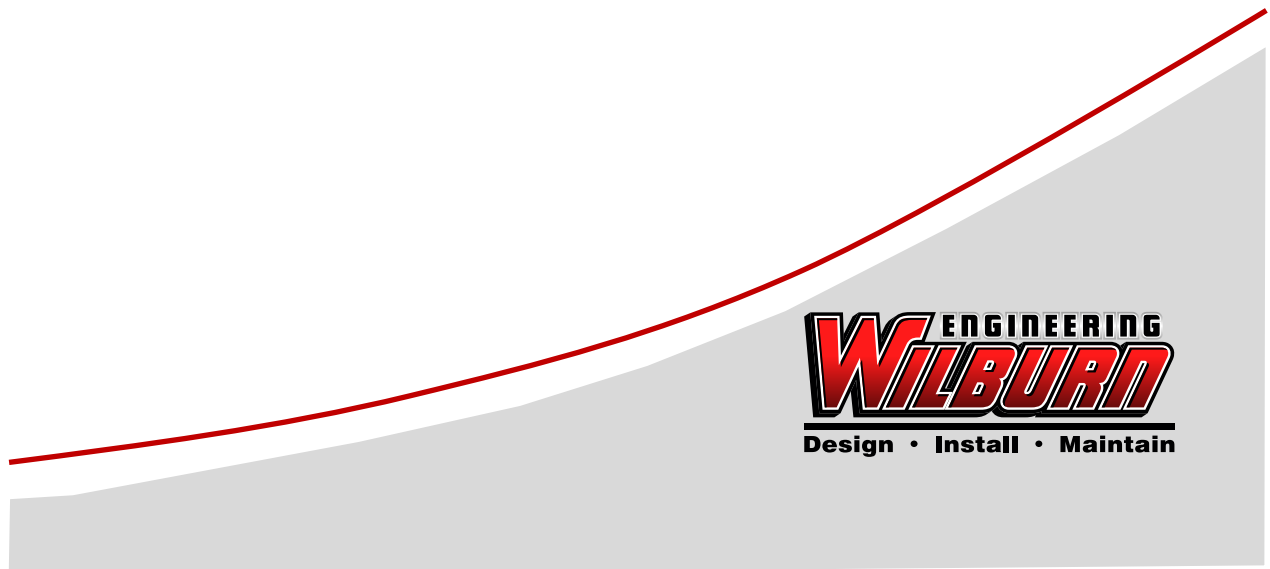
- Providing extra roadway on school grounds in an effort to remove all of the queueing due to parents picking up and dropping off their children at Liberty Elementary and Freedom Middle Schools.
- A study for the potential widening of Butterworth Road to a four-lane section. The current AADT west of the BFT is 15,000 vehicles per day. Butterworth Road is being utilized as a high volume cut through road for traffic going to and from SR 20 and SR 5, with most of the traffic destined for SR 20. The addition of lanes would not add capacity to this section of Butterworth Road, but it would also add capacity to the intersection with BFR and lead to better operation.

APPENDICES

A FIELD INSPECTION REPORT
B TRAFFIC DATA MAP
C TURNING MOVEMENT COUNT DATA
D AUTOMATIC TRAFFIC RECORDER DATA
E ADT TO AADT CONVERSION CHARTS
F EXISTING TRAFFIC DIAGRAMS
G CRASH DATA
H GDOT HISTORIC DATA
I FORECASTED TRAFFIC DIAGRAMS
J CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS
K CAPACITY ANALYSIS REPORTS, NO-BUILD CONDITIONS
L CAPACITY ANALYSIS REPORTS, 4-LANE IMPROVEMENT ONLY
M TOTAL ESTIMATED COSTS OF ALTERNATIVES
N CAPACITY ANALYSIS REPORTS, WITH AND W/O ALTERNATIVES

APPENDIX A

FIELD INSPECTION REPORT



Bells Ferry Road Field Inspection Report

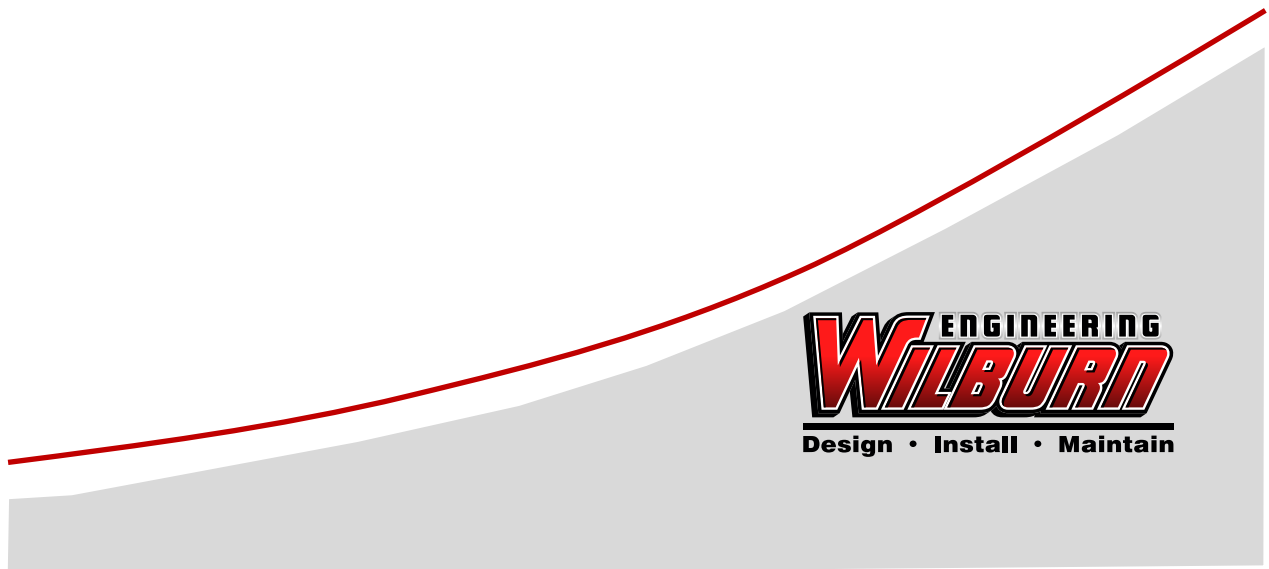
- The Liberty Elementary School AM peak hour queue for student drop-off was visible from Bells Ferry Road starting approximately 7:00 AM.
 - 6-8 vehicles were able to unload at one time.
 - Unloading/moving queue was inconsistent and was dependent on drop-off efficiency.
 - The student drop-off peak hour concluded at approximately 7:30 AM.
- The Liberty Elementary School PM peak hour queue for student pick-up exceeded the northbound right turn lane and the southbound left turn lane.
 - Approximately 30 vehicles exceeded the right turn lane.
 - Approximately 10 vehicles queued in the left turn lane until the Liberty Elementary entrance cleared.
 - The excessive queueing cleared approximately 15 minutes after student release at 2:15 PM.
 - The queue extended past The Atlantic apartment homes at Bridgemill.
 - The queue caused temporary blockage of the Exxon RIRO and The Atlantic apartment homes driveway (Preston Glen Circle).
 - All buses departed by 2:25 PM.
- The Freedom Middle School PM peak hour queue for student pick-up exceeded the northbound right turn lane and the southbound left turn lane.
 - Approximately 20 vehicles exceeded the left turn lane until the Freedom Middle School entrance cleared.
 - At approximately 4:00 PM, 20 vehicles were in the right turn lane.
 - The excessive queueing lasted approximately 19 minutes after student release at 4:00 PM.
 - 14-16 buses departed by 4:15 PM while 6 buses departed by 4:25 PM
- Bells Ferry Road from Liberty Elementary School to Marietta Highway
 - Longer queues were observed in the PM peak hour between 5:00 PM and 6:00 PM. Each lane cleared every cycle. The following intersections were observed to have the highest queues:
 - Bells Ferry Road and Liberty Elementary/Bridgemill Avenue (16 vehicles in the westbound through lane)
 - Bells Ferry Road and Butterworth Road (19 vehicles in the westbound through lane)
- A Clinometer was used to collect measurements of the super-elevation while navigating along Bells Ferry Road at the posted speed limits. Using FHWA standards, the program determines, in real time, whether the existing speed limit is acceptable for safely navigating the roadway alignment.
 - Approximately 11 portions of the corridor exceeded the acceptable 10 degrees of horizontal alignment and could potentially be unsafe at the current speed limit.
- Sight distance was observed at the unsignalized intersection of Bells Ferry Road and Gold Mill Ridge.
 - No sight distance issues were observed.

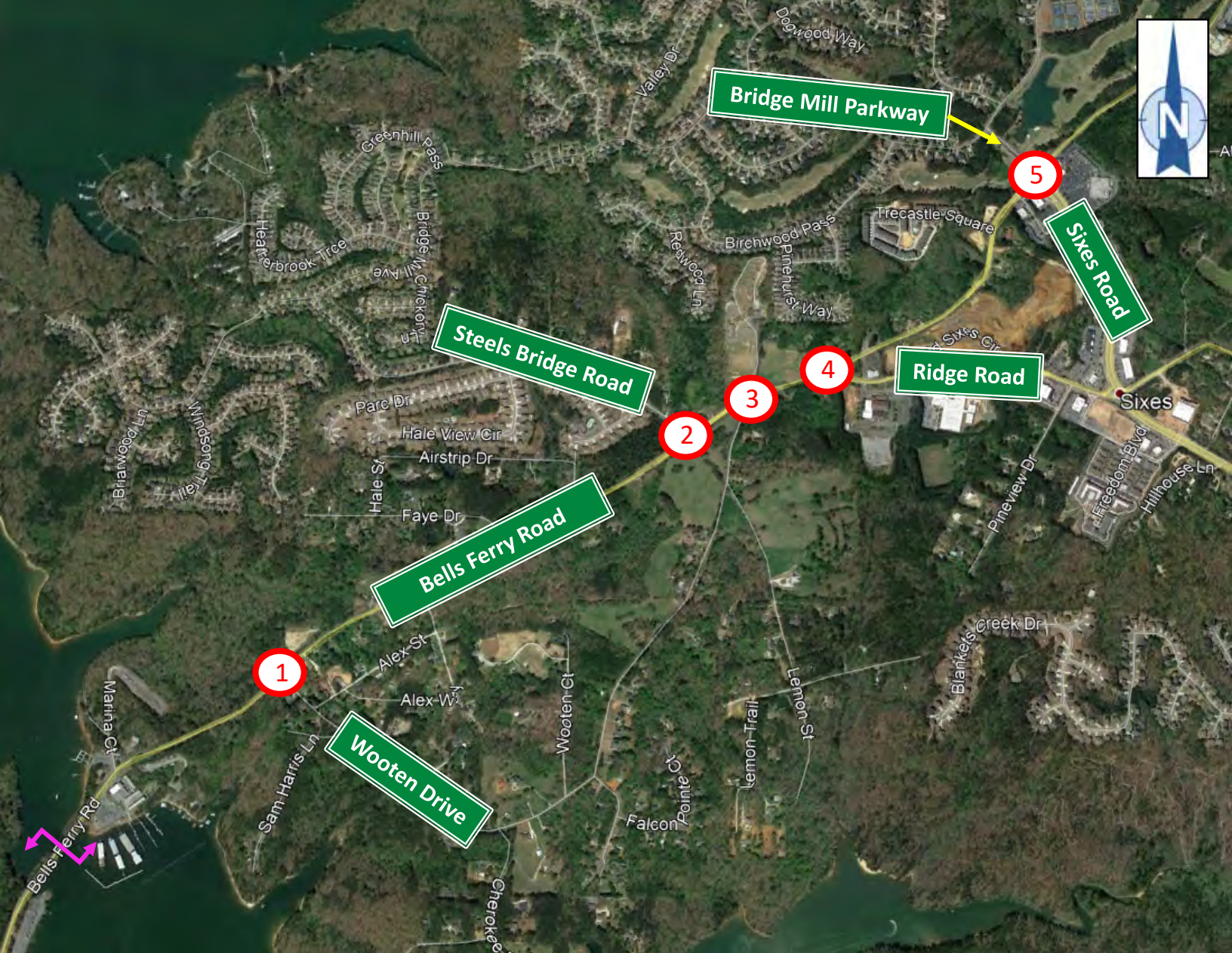
- Bells Ferry Road & Sixes Road/Bridgemill Parkway
 - The intersection movements had the following queue lengths measured in number of cars (AM/MD/PM):
 - NBT – 10/8/9
 - SBT – 6/5/5
 - SBL – 8/6/3
 - WBT – 2/4/3
 - EBT – 5/5/6
 - The driveway going towards Publix had a queue of 7 cars during the PM peak hour attempting to turn in from Bells Ferry Road, causing the through lane to be blocked.
- Bells Ferry Road & Holly Street
 - The intersection movements had the following queue lengths measured in number of cars (AM/MD/PM):
 - WB – 15/5/10
 - The sight distance looking right from Holly St is insufficient due to an embankment that needs to be cut back; this direction however also includes a horizontal/vertical curve.
- Bells Ferry Road & Ridge Road
 - The intersection movements had the following queue lengths measured in number of cars (AM/MD/PM):
 - NBT – 4/3/8
 - SBT – 1/1/5
 - WBL – 4/6/9
- Bells Ferry Road & Wooten Road/Sixes Cemetery
 - The side streets had minimum volumes, therefore resulting in no queueing.
 - The sight distance looking left and right from Wooten Rd should be sufficient if vegetation is cut back and managed. Sight distance looking left will suffer greatly if vegetation is not cut back.
- Bells Ferry Road & Steels Bridge Road
 - The intersection movements had the following queue lengths measured in number of cars (AM/MD/PM):
 - EB – 3/3/4
 - The sight distance looking left and right from Steels Bridge Rd was measured to be sufficient, however there is a hill on the south side of Bells Ferry Rd that can be problematic if drivers are speeding. Due to this hill, NB and EB traffic cannot see each other until later.
- Bells Ferry Road & Wooten Road
 - The side street had minimum volumes, therefore resulting in no queueing.
 - The sight distance looking right from Wooten Rd is obstructed from the proper stopping point, however sight distance is still only approximately 350 feet when pulled up and sitting on the stop bar.
- Bells Ferry Road & Marina
 - There was a temporary “slow down” sign directed at SB traffic before the curve that leads to the marina/bridge.


- There is a speed detection sign in place for SB traffic, but it doesn't seem to be active.
- The sight distance looking right from the Marina driveway was measured to be approximately 315 feet due to the following issues: horizontal/vertical curve, trees/foilage could be cleared but the embankment would still block sight distance.
- There seems to be a speeding issue with SB traffic.

APPENDIX B

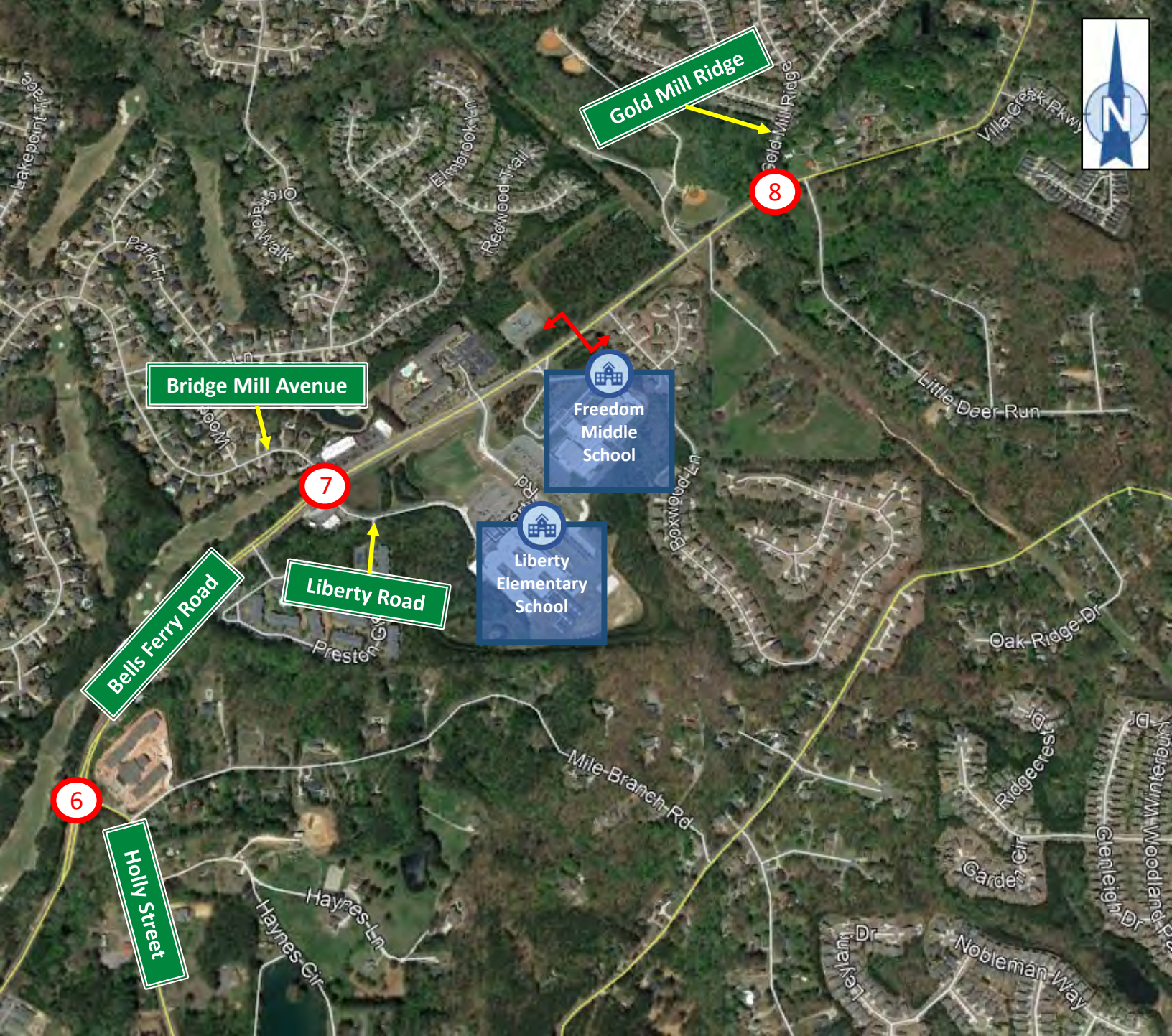
TRAFFIC COUNT MAP






LEGEND	
1.	Bells Ferry Road and Wooten Drive
2.	Bells Ferry Road and Steels Bridge Road
3.	Bells Ferry Road and Wooten Drive
4.	Bells Ferry Road and Ridge Road
5.	Bells Ferry Road and Sixes Road/Bridge Mill Parkway
	7-Day ATR (w/ speed & class)

TMC Count Times (w/ Truck Percentages)
 7:00 AM – 9:00 AM
 2:00 PM – 6:00 PM



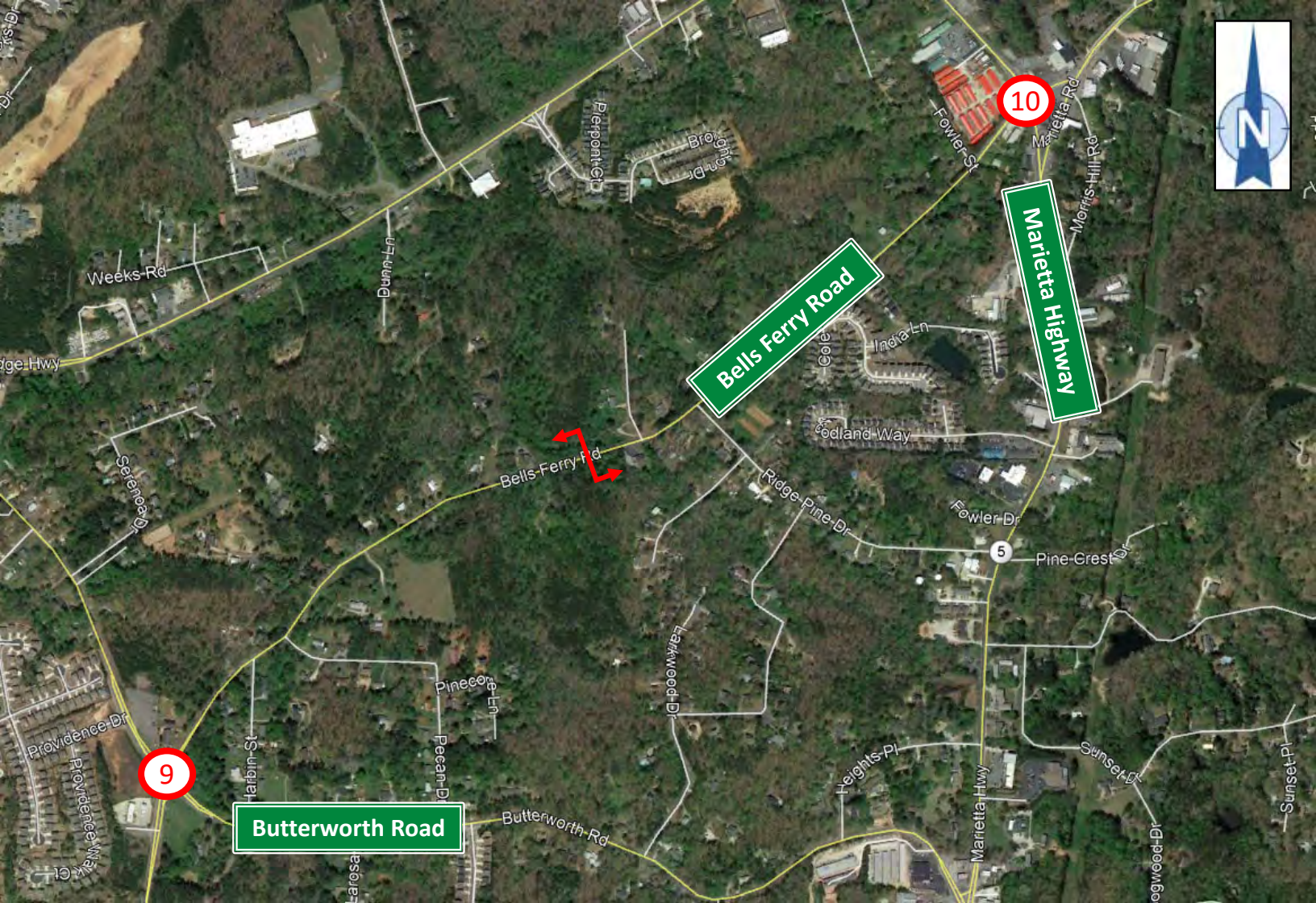
LEGEND


- 6.** Bells Ferry Road and Holly Street
- 7.** Bells Ferry Road and Bridge Mill Avenue/Liberty Road
- 8.** Bells Ferry Road and Goldmill Ridge

 48-Hour ATR (w/ speed & class)

TMC Count Times (w/ Truck Percentages)

7:00 AM – 9:00 AM
2:00 PM – 6:00 PM

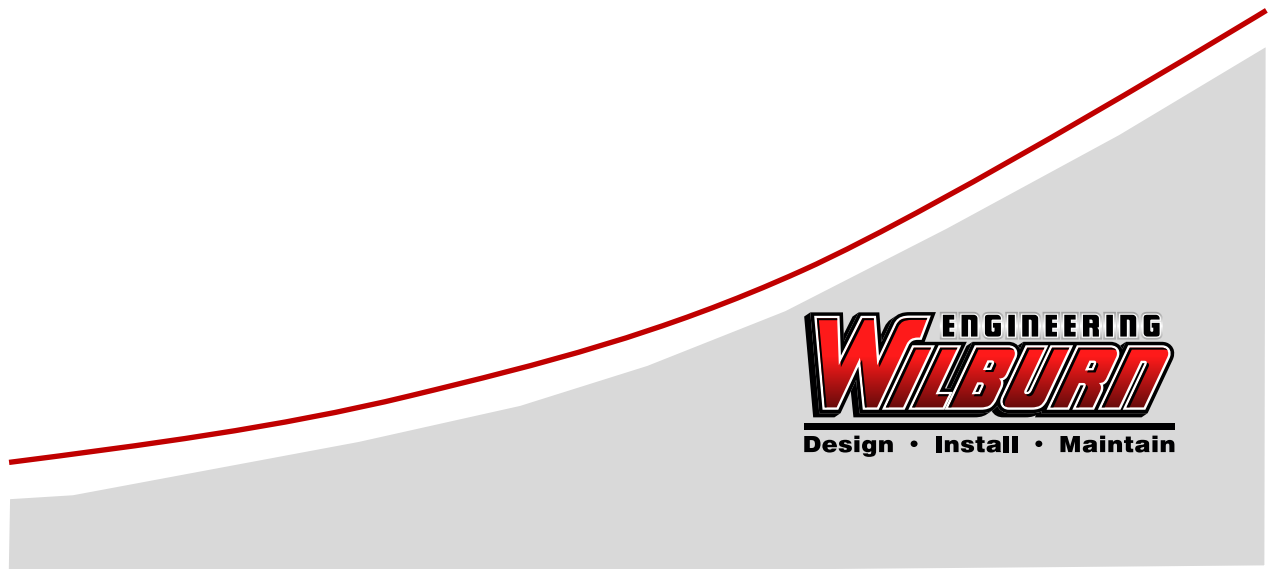


LEGEND	
9.	Bells Ferry Road and Butterworth Road
10.	Bells Ferry Road and Marietta Highway
	48-Hour ATR (w/ speed & class)

TMC Count Times (w/ Truck Percentages)
 7:00 AM – 9:00 AM
 2:00 PM – 6:00 PM

APPENDIX C

TURNING MOVEMENT COUNT DATA





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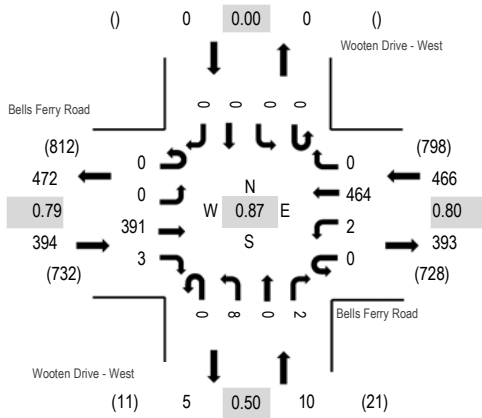
Location: 1 Wooten Drive - West & Bells Ferry Road AM

Date: Tuesday, August 11, 2020

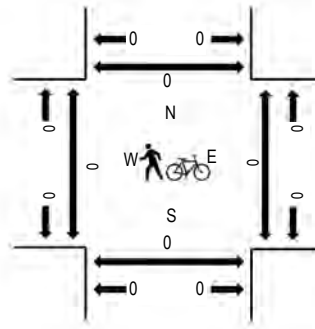
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Wooten Drive - West Northbound				Wooten Drive - West Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	93	0	0	0	1	75	0	0	5	0	2	0	0	0	0	176	863	0	0	0	0
7:15 AM	0	0	128	0	0	0	1	109	0	0	1	0	1	0	0	0	0	240	870	0	0	0	0
7:30 AM	0	0	102	1	0	0	0	145	0	0	3	0	0	0	0	0	0	251	793	0	0	0	0
7:45 AM	0	0	80	0	0	0	0	114	0	0	2	0	0	0	0	0	0	196	712	0	0	0	0
8:00 AM	0	0	81	2	0	0	1	96	0	0	2	0	1	0	0	0	0	183	688	0	0	0	0
8:15 AM	0	0	73	2	0	0	0	87	0	0	1	0	0	0	0	0	0	163		0	0	0	0
8:30 AM	0	0	92	1	0	0	0	75	0	0	2	0	0	0	0	0	0	170		0	0	0	0
8:45 AM	0	0	75	2	0	0	0	94	0	0	1	0	0	0	0	0	0	172		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	0	383	3	0	0	460	0	0	8	0	2	0	0	0	0	856
Mediums	0	0	7	0	0	2	3	0	0	0	0	0	0	0	0	0	12
Total	0	0	391	3	0	2	464	0	0	8	0	2	0	0	0	0	870



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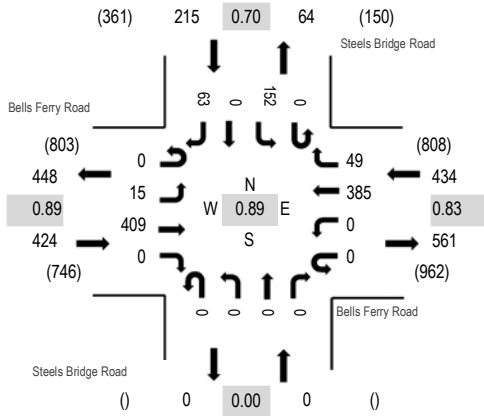
Location: 2 Steels Bridge Road & Bells Ferry Road AM

Date: Tuesday, August 11, 2020

Peak Hour: 07:00 AM - 08:00 AM

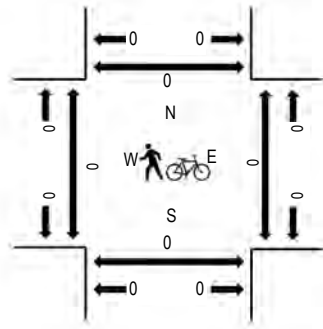
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Steels Bridge Road Northbound				Steels Bridge Road Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	93	0	0	0	67	7	0	0	0	0	0	0	47	0	11	227	1,073	0	0	0	0
7:15 AM	0	4	115	0	0	0	91	15	0	0	0	0	0	53	0	24	302	1,057	0	0	0	0	
7:30 AM	0	4	110	0	0	0	120	15	0	0	0	0	0	23	0	22	294	945	0	0	0	0	
7:45 AM	0	5	91	0	0	0	107	12	0	0	0	0	0	29	0	6	250	878	0	0	0	0	
8:00 AM	0	8	72	0	0	0	74	15	0	0	0	0	0	19	0	23	211	842	0	0	0	0	
8:15 AM	0	4	62	0	0	0	83	11	0	0	0	0	0	23	0	7	190		0	0	0	0	
8:30 AM	0	8	90	0	0	0	68	18	0	0	0	0	0	37	0	6	227		0	0	0	0	
8:45 AM	0	3	75	0	0	0	86	19	0	0	0	0	0	23	0	8	214		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	14	399	0	0	0	380	46	0	0	0	0	0	148	0	62	1,049
Mediums	0	1	9	0	0	0	4	3	0	0	0	0	0	4	0	1	22
Total	0	15	409	0	0	0	385	49	0	0	0	0	0	152	0	63	1,073

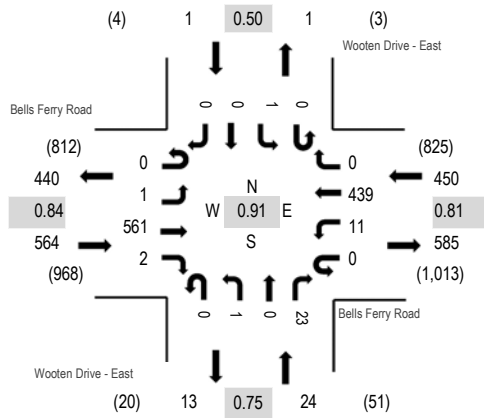
Location: 3 Wooten Drive - East & Bells Ferry Road AM

Date: Tuesday, August 11, 2020

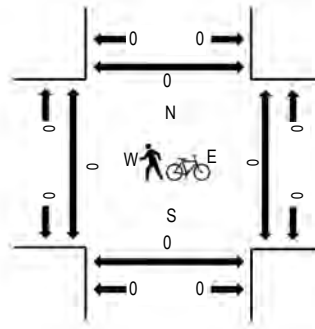
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Wooten Drive - East Northbound				Wooten Drive - East Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	148	1	0	2	79	0	0	0	0	5	0	0	0	0	235	1,039	0	0	0	0
7:15 AM	0	0	167	0	0	2	107	0	0	0	0	4	0	0	0	0	280	996	0	0	0	0
7:30 AM	0	1	131	0	0	3	141	0	0	0	0	8	0	0	0	0	284	899	0	0	0	0
7:45 AM	0	0	115	1	0	4	112	0	0	1	0	6	0	1	0	0	240	841	0	0	0	0
8:00 AM	0	0	93	0	0	1	92	2	0	0	0	2	0	0	0	2	192	809	0	0	0	0
8:15 AM	0	0	91	0	0	2	82	0	0	2	0	6	0	0	0	0	183		0	0	0	0
8:30 AM	0	0	125	0	0	1	91	0	0	0	0	8	0	0	0	1	226		0	0	0	0
8:45 AM	0	0	95	0	0	3	101	0	0	1	0	8	0	0	0	0	208		0	0	0	0

Peak Rolling Hour Flow Rates

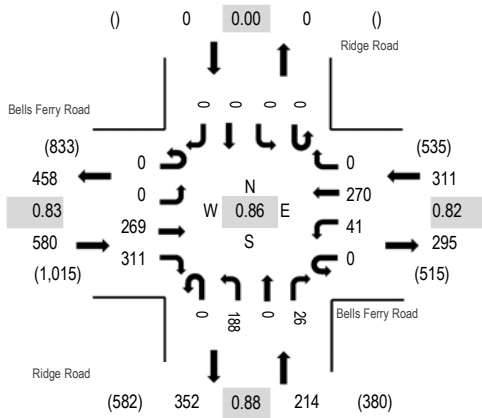
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	1	546	2	0	11	432	0	0	1	0	22	0	1	0	0	1,016
Mediums	0	0	14	0	0	0	6	0	0	0	0	1	0	0	0	0	21
Total	0	1	561	2	0	11	439	0	0	1	0	23	0	1	0	0	1,039



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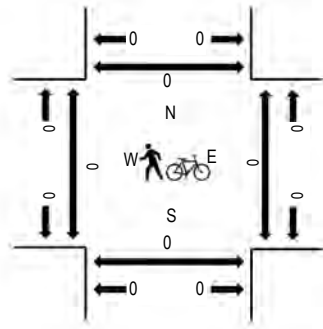
Location: 4 Ridge Road & Bells Ferry Road AM
Date: Tuesday, August 11, 2020
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Ridge Road Northbound				Ridge Road Southbound				Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North				
7:00 AM	0	0	63	88	0	12	51	0	0	0	35	0	5	0	0	0	0	0	0	0	254	1,105	0	0	0	0
7:15 AM	0	0	83	91	0	22	69	0	0	0	44	0	12	0	0	0	0	0	0	0	321	1,036	0	0	0	0
7:30 AM	0	0	65	77	0	6	89	0	0	0	55	0	6	0	0	0	0	0	0	0	298	903	0	0	0	0
7:45 AM	0	0	58	55	0	1	61	0	0	0	54	0	3	0	0	0	0	0	0	0	232	838	0	0	0	0
8:00 AM	0	0	44	53	0	1	47	0	0	0	38	0	2	0	0	0	0	0	0	0	185	825	0	0	0	0
8:15 AM	0	0	46	52	0	1	45	0	0	0	42	0	2	0	0	0	0	0	0	0	188		0	0	0	0
8:30 AM	0	0	68	63	0	3	59	0	0	0	38	0	2	0	0	0	0	0	0	0	233		0	0	0	0
8:45 AM	0	0	55	54	0	3	65	0	0	0	41	0	1	0	0	0	0	0	0	0	219		0	0	0	0

Peak Rolling Hour Flow Rates

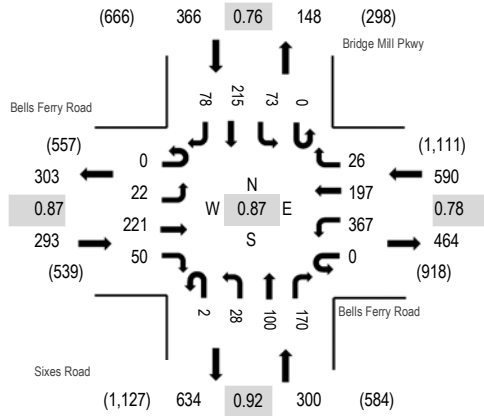
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right				
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	0	263	304	0	41	265	0	0	186	0	25	0	0	0	0	0	0	0	1,084
Mediums	0	0	5	7	0	0	4	0	0	2	0	1	0	0	0	0	0	0	0	19
Total	0	0	269	311	0	41	270	0	0	188	0	26	0	0	0	0	0	0	0	1,105



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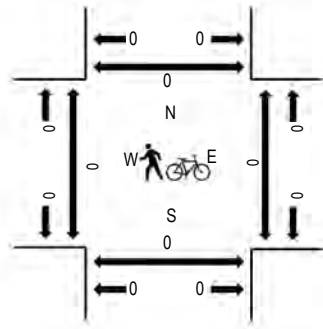
Location: 5 Sixes Road & Bells Ferry Road AM
Date: Tuesday, August 11, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Sixes Road Northbound				Bridge Mill Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	52	6	0	69	39	5	2	12	9	30	0	11	50	18	309	1,536	0	0	0	0
7:15 AM	0	8	60	18	0	107	40	2	0	10	20	38	0	23	69	34	429	1,549	0	0	0	0
7:30 AM	0	8	58	13	0	126	60	4	1	6	20	38	0	24	56	29	443	1,442	0	0	0	0
7:45 AM	0	1	61	8	0	71	54	10	0	9	28	42	0	19	45	7	355	1,377	0	0	0	0
8:00 AM	0	5	42	11	0	63	43	10	1	3	32	52	0	7	45	8	322	1,364	0	0	0	0
8:15 AM	0	10	34	2	0	77	40	8	0	4	27	49	0	27	35	9	322		1	0	0	0
8:30 AM	0	5	60	8	0	74	55	13	1	5	29	57	0	27	37	7	378		2	0	0	0
8:45 AM	0	8	48	7	0	82	49	10	4	7	20	28	0	31	39	9	342		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4
Lights	0	22	214	50	0	363	189	22	2	27	95	159	0	73	212	78	1,506
Mediums	0	0	6	0	0	4	7	4	0	1	5	9	0	0	3	0	39
Total	0	22	221	50	0	367	197	26	2	28	100	170	0	73	215	78	1,549



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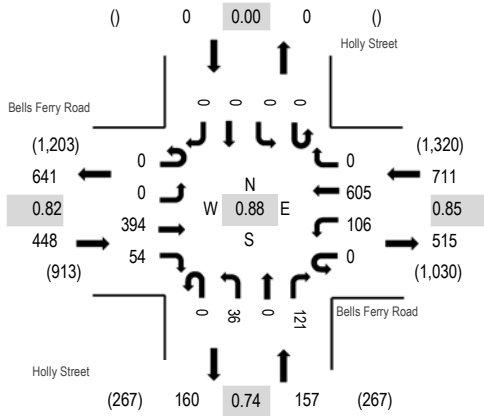
Location: 6 Holly Street & Bells Ferry Road AM

Date: Tuesday, August 11, 2020

Peak Hour: 07:00 AM - 08:00 AM

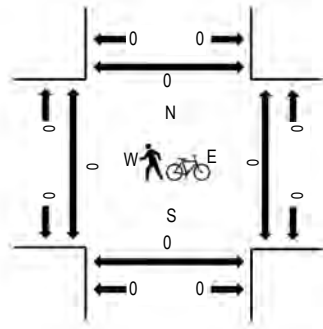
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Holly Street Northbound				Holly Street Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
7:00 AM	0	0	67	10	0	34	127	0	0	0	8	0	40	0	0	0	0	0	286	1,316	0	0	0	0
7:15 AM	0	0	99	10	0	41	167	0	0	0	7	0	46	0	0	0	0	0	370	1,290	0	0	0	0
7:30 AM	0	0	124	12	0	17	192	0	0	0	10	0	19	0	0	0	0	0	374	1,194	0	0	0	0
7:45 AM	0	0	104	22	0	14	119	0	0	0	11	0	16	0	0	0	0	0	286	1,177	0	0	0	0
8:00 AM	0	0	100	6	0	10	119	0	0	0	9	0	16	0	0	0	0	0	260	1,184	0	0	0	0
8:15 AM	0	0	97	9	0	22	110	0	0	0	4	0	32	0	0	0	0	0	274		0	0	0	0
8:30 AM	0	0	134	15	0	21	158	0	0	0	5	0	24	0	0	0	0	0	357		0	0	0	0
8:45 AM	0	0	95	9	0	15	154	0	0	0	3	0	17	0	0	0	0	0	293		0	0	0	0

Peak Rolling Hour Flow Rates

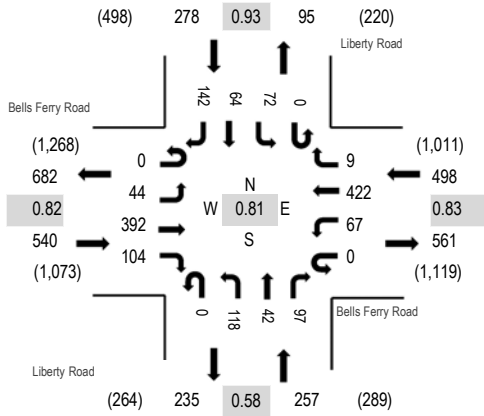
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Lights	0	0	374	52	0	101	592	0	0	36	0	111	0	0	0	0	0	1,266
Mediums	0	0	17	2	0	5	10	0	0	0	0	10	0	0	0	0	0	44
Total	0	0	394	54	0	106	605	0	0	36	0	121	0	0	0	0	0	1,316



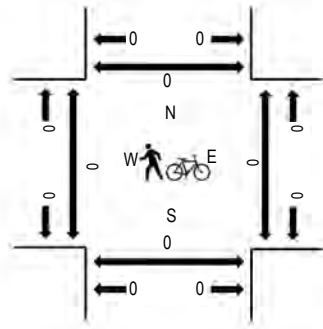
(303) 216-2439
www.alltrafficdata.net

Location: 7 Liberty Road & Bells Ferry Road AM
Date: Tuesday, August 11, 2020
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Liberty Road Northbound			Liberty Road Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	6	79	37	0	28	82	3	0	39	16	33	0	14	24	24	385	1,573	0	0	0	0
7:15 AM	0	10	82	54	0	28	124	1	0	47	19	45	0	10	30	35	485	1,478	0	0	0	0
7:30 AM	0	13	120	8	0	9	125	5	0	24	7	13	0	16	4	53	397	1,296	0	0	0	0
7:45 AM	0	15	111	5	0	2	91	0	0	8	0	6	0	32	6	30	306	1,280	0	0	0	0
8:00 AM	0	18	102	3	0	5	81	8	0	6	2	3	0	25	0	37	290	1,298	0	0	0	0
8:15 AM	0	18	104	0	0	6	103	16	0	3	0	4	0	19	0	30	303		0	0	0	0
8:30 AM	0	18	147	1	0	4	135	15	0	3	0	2	0	21	1	34	381		0	0	0	0
8:45 AM	0	17	102	3	0	5	123	12	0	2	1	6	0	23	1	29	324		0	0	0	0

Peak Rolling Hour Flow Rates

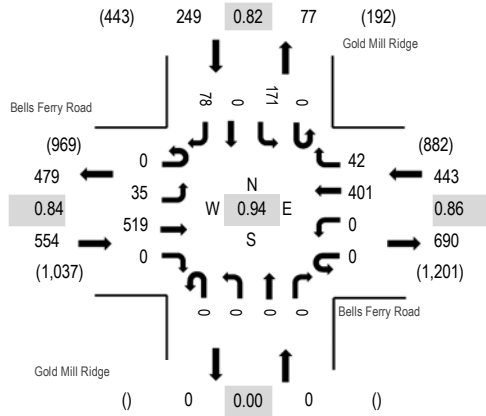
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	5
Lights	0	39	370	102	0	67	406	6	0	118	42	97	0	68	64	141	1,520
Mediums	0	5	20	1	0	0	15	3	0	0	0	0	0	4	0	0	48
Total	0	44	392	104	0	67	422	9	0	118	42	97	0	72	64	142	1,573



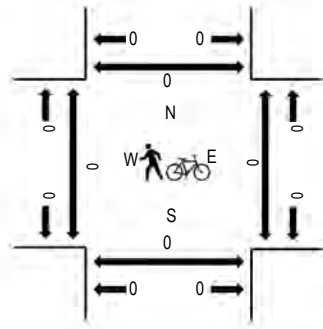
(303) 216-2439
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Location: 8 Gold Mill Ridge & Bells Ferry Road AM
Date: Tuesday, August 11, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound			Bells Ferry Road Westbound			Gold Mill Ridge Northbound			Gold Mill Ridge Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right			West	East	South	North		
7:00 AM	0	11	100	0	0	109	4	0	0	0	0	22	0	29	275	1,237	0	0	0	1
7:15 AM	0	12	126	0	0	116	12	0	0	0	0	35	0	31	332	1,246	0	0	0	0
7:30 AM	0	11	154	0	0	103	0	0	0	0	0	32	0	18	318	1,209	0	0	0	0
7:45 AM	0	6	133	0	0	86	11	0	0	0	0	57	0	19	312	1,189	0	0	0	0
8:00 AM	0	6	106	0	0	96	19	0	0	0	0	47	0	10	284	1,125	0	0	0	0
8:15 AM	0	20	86	0	0	106	25	0	0	0	0	28	0	30	295		0	0	0	1
8:30 AM	0	19	119	0	0	95	14	0	0	0	0	25	0	26	298		0	0	0	0
8:45 AM	0	15	113	0	0	79	7	0	0	0	0	18	0	16	248		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	1	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	5
Lights	0	29	493	0	0	0	375	36	0	0	0	0	0	165	0	77		1,175
Mediums	0	5	24	0	0	0	26	5	0	0	0	0	0	5	0	1		66
Total	0	35	519	0	0	0	401	42	0	0	0	0	0	171	0	78		1,246



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Location: 9 Butterworth Road & Bells Ferry Road AM

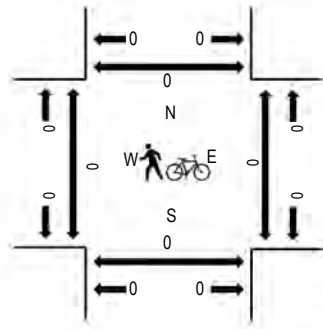
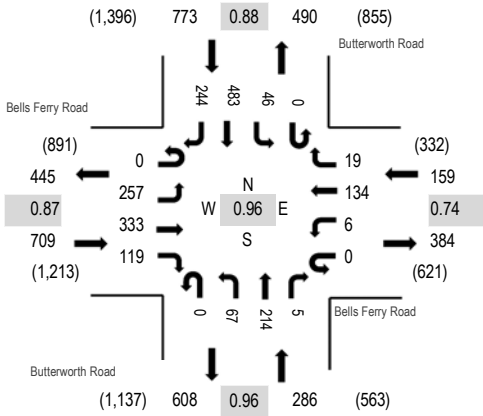
Date: Tuesday, August 11, 2020

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Butterworth Road Northbound				Butterworth Road Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	36	50	27	0	0	32	3	0	24	31	1	0	0	4	122	59	389	1,858	0	0	0	0
7:15 AM	0	53	72	41	0	1	29	4	0	16	51	0	0	5	121	77	470	1,927	0	0	0	0	
7:30 AM	0	61	83	32	0	1	24	6	0	14	56	2	0	17	140	64	500	1,890	0	0	0	0	
7:45 AM	0	81	100	23	0	2	39	2	0	16	61	2	0	12	114	47	499	1,787	0	0	0	0	
8:00 AM	0	62	78	23	0	2	42	7	0	21	46	1	0	12	108	56	458	1,646	0	0	0	0	
8:15 AM	0	43	46	34	0	3	56	9	0	22	56	1	0	3	104	56	433		0	0	0	0	
8:30 AM	0	43	58	38	0	1	34	5	0	25	52	0	0	6	91	44	397		0	0	0	0	
8:45 AM	0	34	62	33	0	2	23	5	0	17	48	0	0	6	74	54	358		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	5
Lights	0	244	321	112	0	6	120	18	0	60	202	4	0	45	471	232	1,835
Mediums	0	11	11	6	0	0	14	1	0	6	12	1	0	1	12	12	87
Total	0	257	333	119	0	6	134	19	0	67	214	5	0	46	483	244	1,927

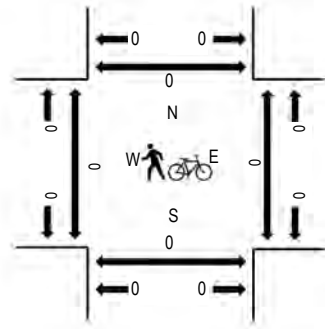
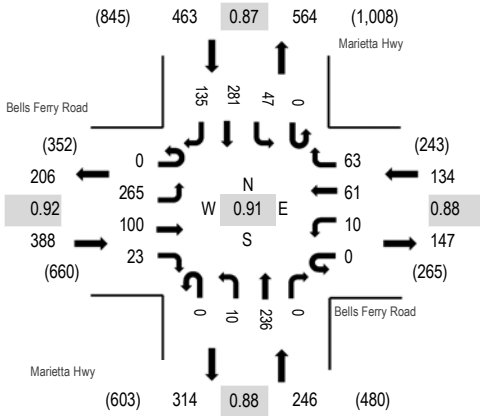


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Location: 10 Marietta Hwy & Bells Ferry Road AM
Date: Tuesday, August 11, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Marietta Hwy Northbound				Marietta Hwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	29	14	4	0	1	15	12	0	0	40	1	0	6	62	22	206	1,094	0	0	0	0
7:15 AM	0	55	25	4	0	1	11	12	0	2	63	0	0	10	66	18	267	1,225	0	0	0	0
7:30 AM	0	62	35	9	0	3	12	23	0	4	69	0	0	10	49	22	298	1,231	0	0	0	0
7:45 AM	0	83	27	2	0	3	15	10	0	6	58	0	0	18	69	32	323	1,202	0	0	0	0
8:00 AM	0	81	23	6	0	2	15	16	0	0	54	0	0	13	92	35	337	1,134	0	0	0	0
8:15 AM	0	39	15	6	0	2	19	14	0	0	55	0	0	6	71	46	273		0	0	0	0
8:30 AM	0	44	26	3	0	1	18	10	0	2	62	0	0	10	74	19	269		0	0	0	0
8:45 AM	0	48	18	2	0	2	16	10	0	5	59	0	0	8	69	18	255		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	6	0	0	0	5	0	12
Lights	0	257	96	22	0	8	59	56	0	10	216	0	0	44	257	119	1,144
Mediums	0	8	3	1	0	2	2	7	0	0	14	0	0	3	19	16	75
Total	0	265	100	23	0	10	61	63	0	10	236	0	0	47	281	135	1,231



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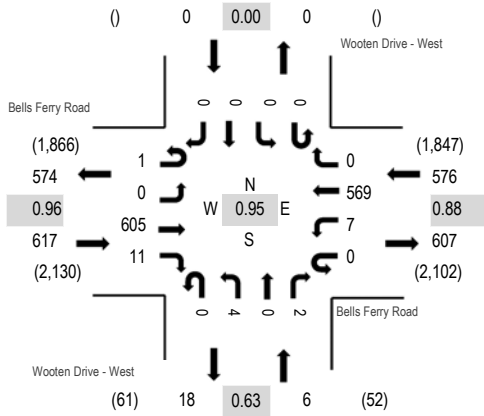
Location: 1 Wooten Drive - West & Bells Ferry Road PM

Date: Tuesday, August 11, 2020

Peak Hour: 04:30 PM - 05:30 PM

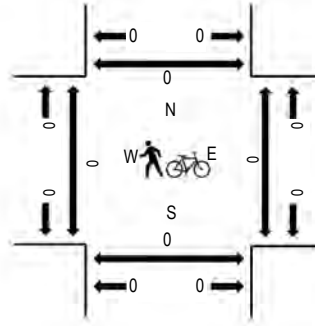
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Wooten Drive - West Northbound				Wooten Drive - West Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	102	3	0	1	89	0	0	3	0	2	0	0	0	0	200	821	0	0	0	0
2:15 PM	0	0	86	1	0	3	88	0	0	0	0	1	0	0	0	0	179	826	0	0	0	0
2:30 PM	0	0	127	1	0	0	96	0	0	2	0	2	0	0	0	0	228	868	0	0	0	0
2:45 PM	0	0	113	1	0	1	96	0	0	2	0	1	0	0	0	0	214	902	0	0	0	0
3:00 PM	0	0	109	2	0	0	91	0	0	2	0	1	0	0	0	0	205	948	0	0	0	0
3:15 PM	0	0	113	2	0	3	99	0	0	3	0	1	0	0	0	0	221	983	0	0	0	0
3:30 PM	0	0	147	0	0	2	107	0	0	4	0	2	0	0	0	0	262	1,039	0	0	0	0
3:45 PM	0	0	156	3	0	0	99	0	0	2	0	0	0	0	0	0	260	1,093	0	0	0	0
4:00 PM	0	0	140	3	0	2	91	0	0	4	0	0	0	0	0	0	240	1,110	0	0	0	0
4:15 PM	0	0	138	6	0	1	124	0	0	6	0	2	0	0	0	0	277	1,162	0	0	0	0
4:30 PM	1	0	156	4	0	1	153	0	0	0	0	1	0	0	0	0	316	1,199	0	0	0	0
4:45 PM	0	0	151	1	0	2	121	0	0	2	0	0	0	0	0	0	277	1,166	0	0	0	0
5:00 PM	0	0	154	1	0	3	132	0	0	1	0	1	0	0	0	0	292	1,150	0	0	0	0
5:15 PM	0	0	144	5	0	1	163	0	0	1	0	0	0	0	0	0	314		0	0	0	0
5:30 PM	0	0	128	4	0	0	149	0	0	2	0	0	0	0	0	0	283		0	0	0	0
5:45 PM	0	0	124	4	0	0	129	0	0	4	0	0	0	0	0	0	261		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	1	0	600	11	0	7	569	0	0	4	0	2	0	0	0	0	1,194
Mediums	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	605	11	0	7	569	0	0	4	0	2	0	0	0	0	1,199



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Location: 2 Steels Bridge Road & Bells Ferry Road PM

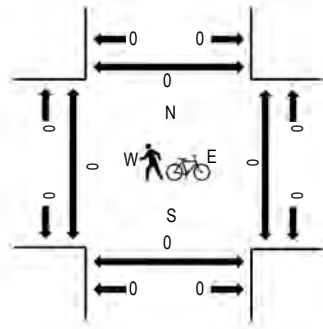
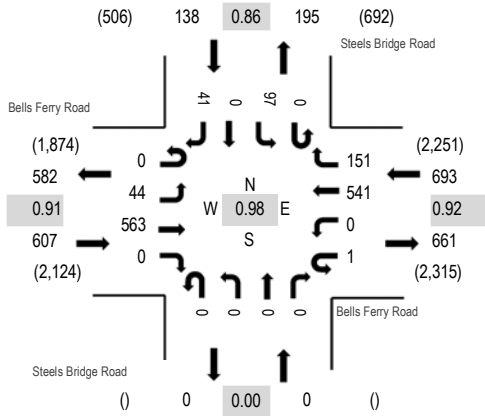
Date: Tuesday, August 11, 2020

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Steels Bridge Road Northbound				Steels Bridge Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	7	91	0	0	0	81	18	0	0	0	0	0	21	0	7	225	1,004	0	0	0	0
2:15 PM	0	4	93	0	0	0	92	30	0	0	0	0	0	18	0	5	242	1,020	0	0	0	0
2:30 PM	0	11	109	0	0	0	86	28	0	0	0	0	0	23	0	9	266	1,050	0	0	0	0
2:45 PM	0	13	108	0	0	0	88	26	0	0	0	0	0	26	0	10	271	1,080	0	0	0	0
3:00 PM	0	6	91	0	0	0	89	28	0	0	0	0	0	20	0	7	241	1,134	0	0	0	0
3:15 PM	0	13	104	0	0	0	100	33	0	0	0	0	0	16	0	6	272	1,197	0	0	0	0
3:30 PM	0	15	126	0	0	0	101	21	0	0	0	0	0	23	0	10	296	1,265	0	0	0	0
3:45 PM	0	18	150	0	0	0	95	36	0	0	0	0	0	18	0	8	325	1,336	0	0	0	0
4:00 PM	0	7	141	0	0	0	92	35	0	0	0	0	0	23	0	6	304	1,370	0	0	0	0
4:15 PM	0	10	137	0	0	0	116	39	0	0	0	0	0	30	0	8	340	1,412	0	0	0	0
4:30 PM	0	13	134	0	0	0	146	32	0	0	0	0	0	31	0	11	367	1,438	0	0	0	0
4:45 PM	0	14	152	0	0	0	112	45	0	0	0	0	0	25	0	11	359	1,417	0	0	0	0
5:00 PM	0	7	141	0	0	0	128	41	0	0	0	0	0	20	0	9	346	1,373	0	0	0	0
5:15 PM	0	10	136	0	1	0	155	33	0	0	0	0	0	21	0	10	366		0	0	0	0
5:30 PM	0	15	111	0	0	0	143	34	0	0	0	0	0	36	0	7	346		0	0	0	0
5:45 PM	0	17	120	0	0	0	114	33	0	0	0	0	0	19	0	12	315		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	44	557	0	1	0	539	151	0	0	0	0	0	93	0	40	1,425
Mediums	0	0	4	0	0	0	2	0	0	0	0	0	0	4	0	1	11
Total	0	44	563	0	1	0	541	151	0	0	0	0	0	97	0	41	1,438



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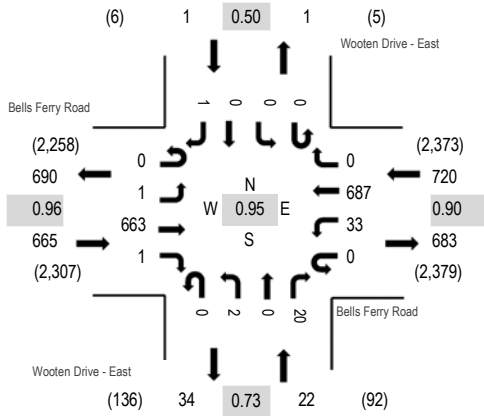
Location: 3 Wooten Drive - East & Bells Ferry Road PM

Date: Tuesday, August 11, 2020

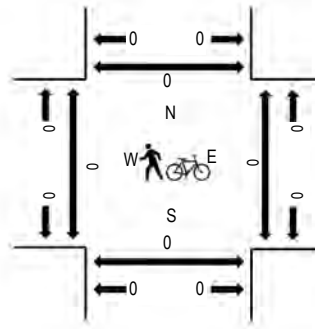
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Wooten Drive - East Northbound				Wooten Drive - East Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
2:00 PM	0	0	109	0	0	0	5	93	0	0	0	0	4	0	0	0	0	211	987	0	0	0	0
2:15 PM	0	0	109	1	0	7	128	0	0	0	0	6	0	0	0	0	0	251	1,009	0	0	0	0
2:30 PM	0	0	134	2	0	8	117	0	0	0	0	6	0	0	0	0	0	267	1,019	0	0	0	0
2:45 PM	0	0	129	2	0	4	119	0	0	0	0	4	0	0	0	0	0	258	1,039	0	0	0	0
3:00 PM	0	1	114	1	0	6	107	0	0	0	0	3	0	0	1	0	0	233	1,097	0	0	0	0
3:15 PM	0	1	114	0	0	7	132	0	0	1	0	4	0	0	0	2	0	261	1,171	0	0	0	0
3:30 PM	0	0	155	1	0	8	118	0	0	0	0	5	0	0	0	0	0	287	1,255	0	0	0	0
3:45 PM	0	0	167	1	0	5	136	0	0	1	0	5	0	0	0	1	0	316	1,319	0	0	0	0
4:00 PM	0	0	166	0	0	11	121	0	0	1	0	8	0	0	0	0	0	307	1,347	0	0	0	0
4:15 PM	0	0	159	0	0	12	169	0	0	1	0	4	0	0	0	0	0	345	1,383	0	0	0	0
4:30 PM	0	0	173	0	0	7	167	0	0	0	0	4	0	0	0	0	0	351	1,408	0	0	0	0
4:45 PM	0	0	175	0	0	9	154	0	0	0	0	6	0	0	0	0	0	344	1,380	0	0	0	0
5:00 PM	0	0	155	1	0	11	171	0	0	0	0	5	0	0	0	0	0	343	1,347	0	0	0	0
5:15 PM	0	1	160	0	0	6	195	0	0	2	0	5	0	0	0	1	0	370		0	0	0	0
5:30 PM	0	0	138	0	0	13	165	0	0	0	0	7	0	0	0	0	0	323		0	0	0	0
5:45 PM	0	2	135	1	0	6	156	0	0	0	0	10	0	1	0	0	0	311		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	1	653	1	0	33	686	0	0	2	0	19	0	0	0	1	1,396
Mediums	0	0	8	0	0	0	1	0	0	0	0	1	0	0	0	0	10
Total	0	1	663	1	0	33	687	0	0	2	0	20	0	0	0	1	1,408



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Location: 4 Ridge Road & Bells Ferry Road PM

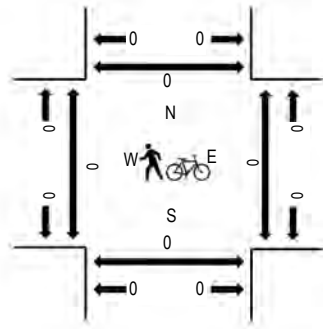
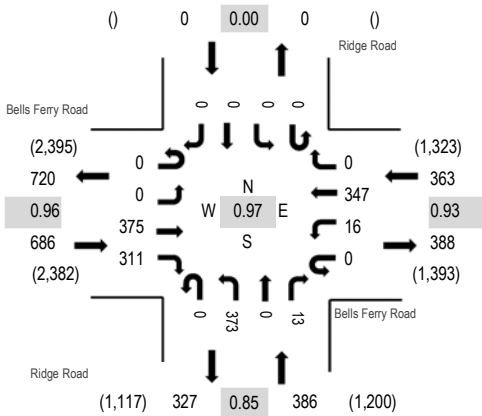
Date: Tuesday, August 11, 2020

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Ridge Road Northbound				Ridge Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	70	47	0	7	56	0	0	46	0	6	0	0	0	0	232	1,017	0	0	0	0
2:15 PM	0	0	66	39	0	5	70	0	0	66	0	12	0	0	0	0	258	1,039	0	0	0	0
2:30 PM	0	0	79	68	0	4	77	0	0	39	0	2	0	0	0	0	269	1,045	0	0	0	0
2:45 PM	0	0	83	46	0	4	75	0	0	48	0	2	0	0	0	0	258	1,071	0	0	0	0
3:00 PM	0	0	75	51	0	1	67	0	0	57	0	3	0	0	0	0	254	1,130	0	0	0	0
3:15 PM	0	0	66	51	0	4	69	0	0	70	0	4	0	0	0	0	264	1,184	0	0	0	0
3:30 PM	0	0	87	72	0	4	74	0	0	54	0	4	0	0	0	0	295	1,288	0	0	0	0
3:45 PM	0	0	96	80	0	2	68	0	0	65	0	6	0	0	0	0	317	1,355	0	0	0	0
4:00 PM	0	0	87	80	0	4	64	0	0	70	0	3	0	0	0	0	308	1,385	0	0	0	0
4:15 PM	0	0	88	78	0	3	104	0	0	88	0	7	0	0	0	0	368	1,432	0	0	0	0
4:30 PM	0	0	91	88	0	4	94	0	0	80	0	5	0	0	0	0	362	1,435	0	0	0	0
4:45 PM	0	0	96	78	0	6	77	0	0	87	0	3	0	0	0	0	347	1,400	0	0	0	0
5:00 PM	0	0	96	70	0	3	88	0	0	94	0	4	0	0	0	0	355	1,373	0	0	0	0
5:15 PM	0	0	92	75	0	3	88	0	0	112	0	1	0	0	0	0	371		0	0	0	0
5:30 PM	0	0	85	62	0	3	99	0	0	74	0	4	0	0	0	0	327		0	0	0	0
5:45 PM	0	0	70	70	0	5	91	0	0	84	0	0	0	0	0	0	320		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	0	370	306	0	16	347	0	0	372	0	13	0	0	0	0	1,424
Mediums	0	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	9
Total	0	0	375	311	0	16	347	0	0	373	0	13	0	0	0	0	1,435

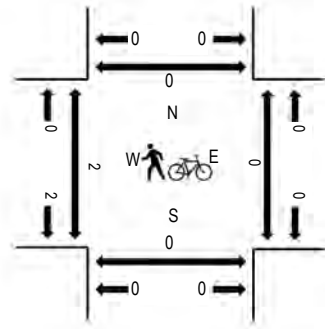
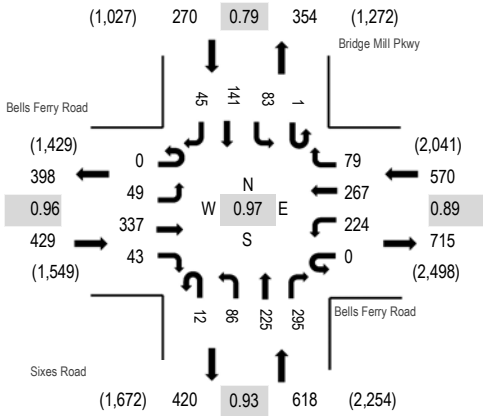


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Location: 5 Sixes Road & Bells Ferry Road PM
Date: Tuesday, August 11, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Sixes Road Northbound				Bridge Mill Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	7	53	12	0	52	40	9	3	18	47	48	0	11	36	13	349	1,594	0	0	0	0
2:15 PM	0	9	60	35	0	59	38	13	1	34	58	52	0	24	31	15	429	1,615	0	0	0	0
2:30 PM	0	8	68	7	0	64	53	15	1	30	47	53	0	22	32	5	405	1,577	0	0	0	0
2:45 PM	0	12	79	11	0	71	53	11	0	23	37	48	0	17	33	16	411	1,580	0	0	0	0
3:00 PM	0	7	60	10	0	53	42	13	2	19	45	54	0	18	39	8	370	1,591	0	0	0	0
3:15 PM	0	10	63	7	0	46	60	13	3	20	47	54	0	23	35	10	391	1,633	0	0	0	0
3:30 PM	0	18	74	4	0	44	49	9	4	21	51	72	0	16	40	6	408	1,716	0	0	0	0
3:45 PM	0	22	79	13	0	53	51	14	5	24	48	60	0	18	32	3	422	1,771	0	0	0	0
4:00 PM	0	12	88	12	0	65	50	20	1	18	38	57	0	16	25	10	412	1,834	0	0	0	0
4:15 PM	0	11	82	10	0	61	76	25	3	21	52	73	0	18	27	15	474	1,887	2	0	0	0
4:30 PM	0	16	84	10	0	61	65	18	2	23	51	64	0	20	39	10	463	1,873	0	0	0	0
4:45 PM	0	8	94	13	0	48	66	21	3	18	45	82	1	29	49	8	485	1,886	0	0	0	0
5:00 PM	0	14	77	10	0	54	60	15	4	24	77	76	0	16	26	12	465	1,852	0	0	0	0
5:15 PM	0	9	77	10	0	52	58	18	2	25	73	75	0	20	35	6	460		0	0	0	0
5:30 PM	0	5	91	7	0	54	70	20	4	35	56	61	0	14	50	9	476		1	2	0	2
5:45 PM	0	15	62	4	0	52	69	18	4	20	64	74	0	22	37	10	451		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	48	335	42	0	216	264	76	12	84	225	295	1	79	141	44	1,862
Mediums	0	1	2	1	0	8	3	3	0	1	0	0	0	4	0	1	24
Total	0	49	337	43	0	224	267	79	12	86	225	295	1	83	141	45	1,887



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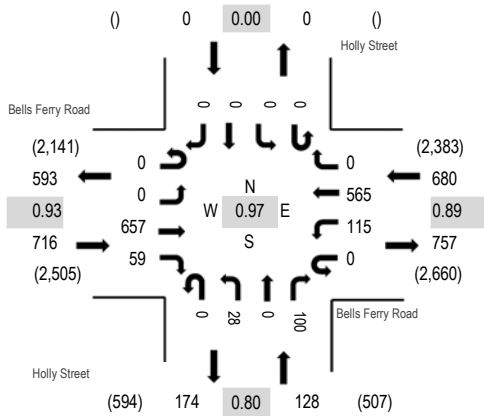
Location: 6 Holly Street & Bells Ferry Road PM

Date: Tuesday, August 11, 2020

Peak Hour: 04:15 PM - 05:15 PM

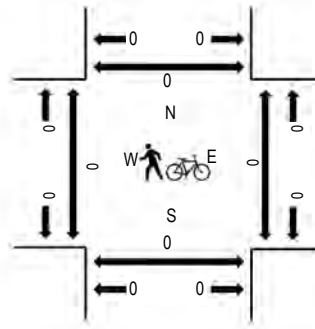
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



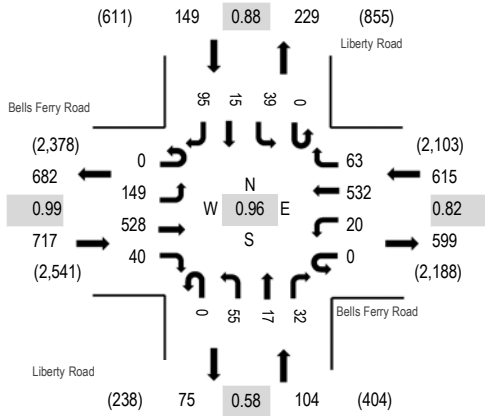
Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Holly Street Northbound				Holly Street Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	91	16	0	13	105	0	0	9	0	26	0	0	0	0	260	1,220	0	0	0	0
2:15 PM	0	0	131	17	0	30	108	0	0	10	0	21	0	0	0	0	317	1,216	0	0	0	0
2:30 PM	0	0	122	18	0	40	119	0	0	15	0	25	0	0	0	0	339	1,195	0	0	0	0
2:45 PM	0	0	127	11	0	16	122	0	0	9	0	19	0	0	0	0	304	1,159	0	0	0	0
3:00 PM	0	0	110	15	0	14	90	0	0	8	0	19	0	0	0	0	256	1,184	0	0	0	0
3:15 PM	0	0	126	14	0	11	111	0	0	11	0	23	0	0	0	0	296	1,282	0	0	0	0
3:30 PM	0	0	151	14	0	13	107	0	0	7	0	11	0	0	0	0	303	1,380	0	0	0	0
3:45 PM	0	0	154	9	0	18	121	0	0	4	0	23	0	0	0	0	329	1,446	0	0	0	0
4:00 PM	0	0	138	17	0	30	142	0	0	4	0	23	0	0	0	0	354	1,501	0	0	0	0
4:15 PM	0	0	164	14	0	38	156	0	0	1	0	21	0	0	0	0	394	1,524	0	0	0	0
4:30 PM	0	0	152	13	0	29	142	0	0	11	0	22	0	0	0	0	369	1,505	0	0	0	0
4:45 PM	0	0	181	13	0	23	133	0	0	7	0	27	0	0	0	0	384	1,517	0	0	0	0
5:00 PM	0	0	160	19	0	25	134	0	0	9	0	30	0	0	0	0	377	1,490	0	0	0	0
5:15 PM	0	0	160	16	0	23	128	0	0	8	0	40	0	0	0	0	375		0	0	0	0
5:30 PM	0	0	165	8	0	30	146	0	0	5	0	27	0	0	0	0	381		0	0	0	0
5:45 PM	0	0	149	10	0	17	149	0	0	10	0	22	0	0	0	0	357		0	0	0	0

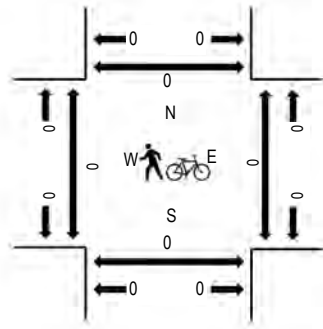
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	650	58	0	105	550	0	0	28	0	93	0	0	0	0	1,484
Mediums	0	0	7	1	0	10	15	0	0	0	0	7	0	0	0	0	40
Total	0	0	657	59	0	115	565	0	0	28	0	100	0	0	0	0	1,524

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Liberty Road Northbound				Liberty Road Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
2:00 PM	0	33	83	18	0	0	0	92	11	0	1	0	2	0	8	2	29	261	1,307	0	0	0	0
2:15 PM	0	34	93	18	0	12	96	9	0	18	10	18	0	8	5	21	342	1,320	0	0	0	0	
2:30 PM	0	33	109	18	0	5	114	6	0	37	10	25	0	6	1	22	386	1,289	0	0	0	0	
2:45 PM	0	26	120	1	0	2	94	9	0	15	5	6	0	8	4	28	318	1,211	0	0	0	0	
3:00 PM	0	20	102	4	0	2	70	12	0	9	5	9	0	14	2	25	274	1,232	0	0	0	0	
3:15 PM	0	22	116	1	0	8	94	16	0	3	4	9	0	12	3	23	311	1,330	0	0	0	0	
3:30 PM	0	27	109	4	0	1	98	11	0	11	3	11	0	13	2	18	308	1,431	0	0	0	0	
3:45 PM	0	43	121	1	1	6	96	23	0	4	3	3	0	10	0	28	339	1,527	0	0	0	0	
4:00 PM	0	37	110	6	0	7	134	19	0	3	4	8	0	15	2	27	372	1,574	0	0	0	0	
4:15 PM	0	35	115	9	0	6	169	20	0	13	4	8	0	10	4	19	412	1,585	0	0	0	0	
4:30 PM	0	34	138	13	0	6	122	17	0	16	3	9	0	8	4	34	404	1,554	0	0	0	0	
4:45 PM	0	40	137	10	0	4	120	12	0	13	2	10	0	9	6	23	386	1,567	0	0	0	0	
5:00 PM	0	40	138	8	0	4	121	14	0	13	8	5	0	12	1	19	383	1,546	0	0	0	0	
5:15 PM	0	46	128	10	0	3	111	23	0	10	5	8	0	8	5	24	381		0	0	0	0	
5:30 PM	0	48	132	8	0	2	142	14	0	11	4	9	0	14	4	29	417		0	0	0	0	
5:45 PM	0	35	120	6	0	8	124	13	0	6	3	8	0	13	0	29	365		0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	147	513	40	0	20	507	61	0	55	17	32	0	37	15	94	1,538
Mediums	0	2	15	0	0	0	25	2	0	0	0	0	0	2	0	1	47
Total	0	149	528	40	0	20	532	63	0	55	17	32	0	39	15	95	1,585



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Location: 8 Gold Mill Ridge & Bells Ferry Road PM

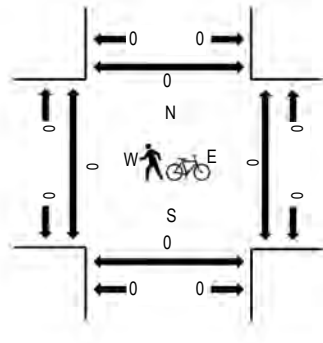
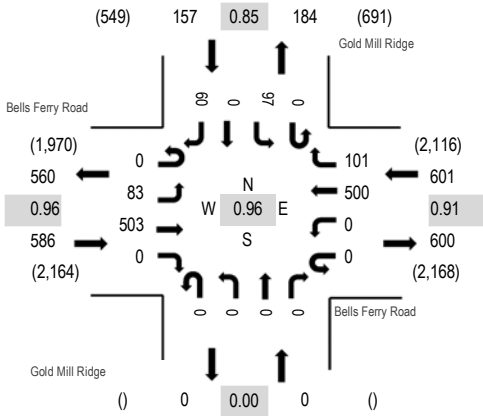
Date: Tuesday, August 11, 2020

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Gold Mill Ridge Northbound				Gold Mill Ridge Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	13	87	0	0	0	101	17	0	0	0	0	0	15	0	14	247	1,026	0	0	0	0
2:15 PM	0	17	110	0	0	0	84	12	0	0	0	0	0	12	0	16	251	1,022	0	0	0	0
2:30 PM	0	19	103	0	0	0	87	18	0	0	0	0	0	19	0	14	260	1,069	0	0	0	0
2:45 PM	0	16	115	0	0	0	81	19	0	0	0	0	0	23	0	14	268	1,088	0	0	0	0
3:00 PM	0	16	101	0	1	0	80	12	0	0	0	0	0	21	0	12	243	1,140	0	0	0	0
3:15 PM	0	13	113	0	0	0	110	23	0	0	0	0	0	24	0	15	298	1,207	0	0	0	0
3:30 PM	0	13	101	0	0	0	97	40	0	0	0	0	0	14	0	14	279	1,231	0	0	0	0
3:45 PM	0	18	93	0	0	0	126	52	0	0	0	0	0	20	0	11	320	1,297	0	0	0	0
4:00 PM	0	31	116	0	0	0	110	20	0	0	0	0	0	11	0	22	310	1,319	0	0	0	0
4:15 PM	0	28	125	0	0	0	120	27	0	0	0	0	0	14	0	8	322	1,322	0	0	0	0
4:30 PM	0	23	142	0	0	0	125	16	0	0	0	0	0	23	0	16	345	1,335	0	0	0	0
4:45 PM	0	21	144	0	0	0	114	23	0	0	0	0	0	21	0	19	342	1,340	0	0	0	0
5:00 PM	0	18	132	0	0	0	109	20	0	0	0	0	0	24	0	10	313	1,344	0	0	0	0
5:15 PM	0	16	119	0	0	0	134	25	0	0	0	0	0	23	0	18	335		0	0	0	0
5:30 PM	0	23	132	0	0	0	126	21	0	0	0	0	0	27	0	21	350		0	0	0	0
5:45 PM	0	26	120	0	0	0	131	35	0	0	0	0	0	23	0	11	346		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	83	500	0	0	0	495	101	0	0	0	0	0	97	0	60	1,336
Mediums	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8
Total	0	83	503	0	0	0	500	101	0	0	0	0	0	97	0	60	1,344



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Location: 9 Butterworth Road & Bells Ferry Road PM

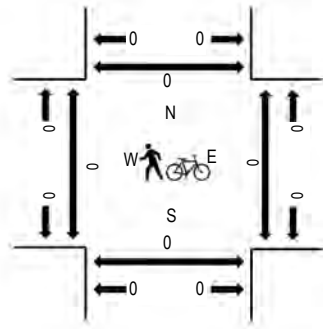
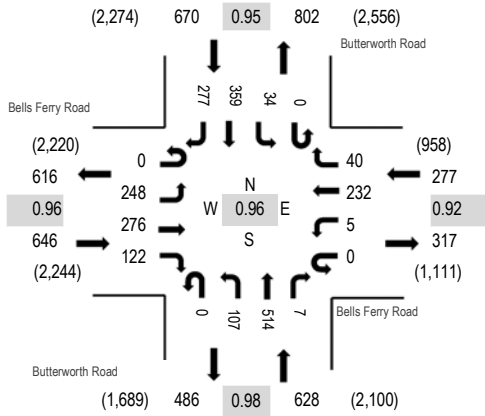
Date: Tuesday, August 11, 2020

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Butterworth Road Northbound				Butterworth Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	40	45	24	0	2	45	4	0	28	72	3	0	4	58	48	373	1,564	1	0	0	0
2:15 PM	0	35	45	39	0	2	38	8	0	25	73	2	0	4	70	38	379	1,608	0	0	0	0
2:30 PM	0	31	59	31	0	1	33	5	0	26	71	3	0	6	67	52	385	1,664	0	0	0	0
2:45 PM	0	51	72	30	0	0	43	6	0	18	79	1	0	8	77	42	427	1,733	0	0	0	0
3:00 PM	0	45	54	22	0	2	36	5	0	28	90	4	0	6	84	41	417	1,755	0	0	0	0
3:15 PM	0	50	65	24	0	1	55	8	0	26	77	2	0	2	69	56	435	1,838	0	0	0	0
3:30 PM	0	42	51	19	0	1	57	5	0	34	92	0	0	4	77	72	454	1,881	0	0	0	0
3:45 PM	0	43	47	24	0	0	57	11	0	27	87	2	0	7	56	88	449	1,949	0	0	0	0
4:00 PM	0	53	66	32	0	3	52	14	0	27	118	2	0	9	60	64	500	2,065	0	0	0	0
4:15 PM	0	50	61	28	0	0	50	6	0	35	108	0	0	7	73	60	478	2,102	0	0	0	0
4:30 PM	0	64	61	35	0	0	49	16	0	30	133	2	0	1	72	59	522	2,202	0	0	0	0
4:45 PM	0	66	63	39	0	1	61	7	0	20	140	2	0	5	91	70	565	2,221	0	0	0	0
5:00 PM	0	61	65	25	0	1	56	13	0	24	131	2	0	13	80	66	537	2,192	0	0	0	0
5:15 PM	0	67	68	27	0	1	63	12	0	32	131	1	0	12	90	74	578		0	0	0	0
5:30 PM	0	54	80	31	0	2	52	8	0	31	112	2	0	4	98	67	541		0	0	0	0
5:45 PM	0	47	83	30	0	2	56	8	0	39	107	1	0	5	88	70	536		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	246	272	122	0	5	230	38	0	107	510	7	0	34	352	272	2,195
Mediums	0	1	4	0	0	0	2	2	0	0	4	0	0	0	7	5	25
Total	0	248	276	122	0	5	232	40	0	107	514	7	0	34	359	277	2,221



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Location: 10 Marietta Hwy & Bells Ferry Road PM

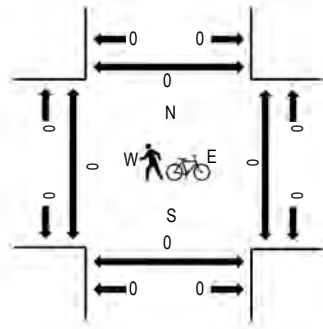
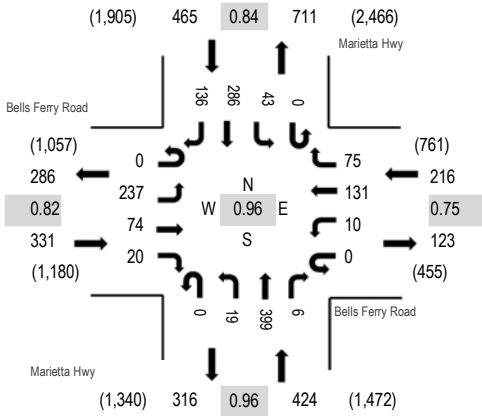
Date: Tuesday, August 11, 2020

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

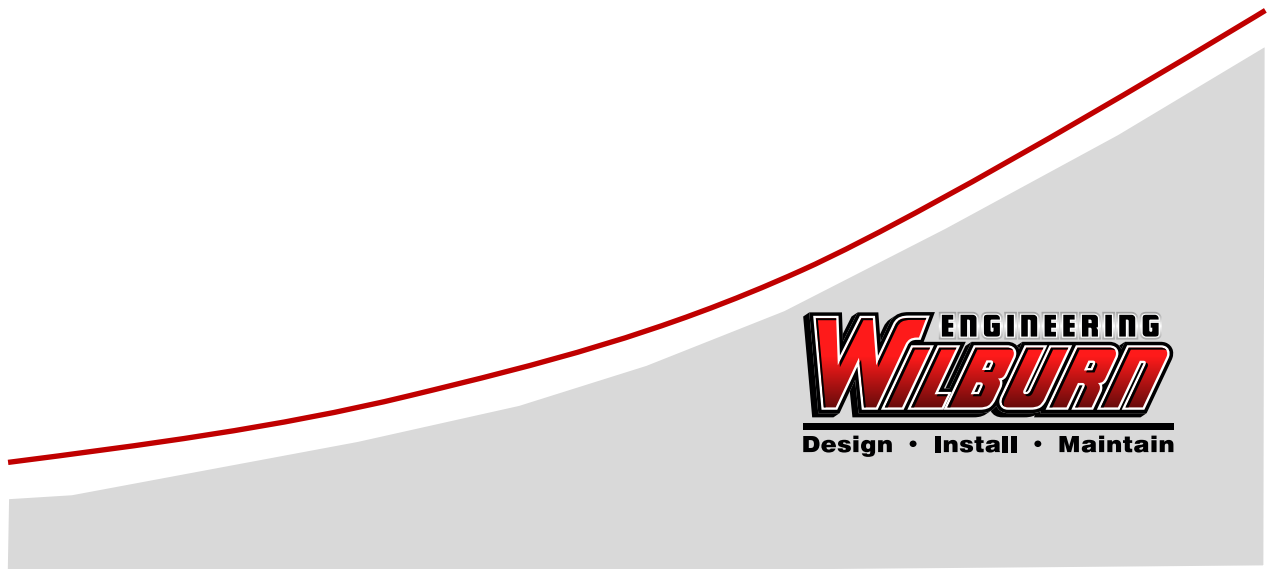
Interval Start Time	Bells Ferry Road Eastbound				Bells Ferry Road Westbound				Marietta Hwy Northbound				Marietta Hwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	36	16	5	0	2	20	15	0	3	89	0	0	10	100	38	334	1,222	0	0	0	0
2:15 PM	0	36	15	2	0	3	12	11	0	5	91	0	0	7	75	26	283	1,179	0	0	0	0
2:30 PM	0	48	15	6	0	3	19	17	0	3	74	2	0	3	67	32	289	1,220	0	0	0	0
2:45 PM	0	52	24	4	0	4	24	13	0	4	65	2	0	13	85	26	316	1,281	0	0	0	0
3:00 PM	0	54	14	7	0	2	27	10	0	1	81	0	0	7	63	25	291	1,326	0	0	0	0
3:15 PM	0	54	11	7	0	5	29	18	0	4	76	2	0	5	75	38	324	1,385	0	0	0	0
3:30 PM	0	50	12	5	0	5	22	9	0	5	92	1	0	10	101	38	350	1,398	1	0	0	1
3:45 PM	0	38	15	1	0	5	29	17	0	1	89	3	0	18	99	46	361	1,407	0	0	0	0
4:00 PM	0	53	29	6	0	3	30	17	0	5	91	0	0	10	71	35	350	1,383	0	0	0	0
4:15 PM	0	35	22	11	0	6	28	19	0	5	90	0	0	8	84	29	337	1,406	0	0	0	0
4:30 PM	0	53	24	2	0	6	43	33	0	6	95	1	0	5	58	33	359	1,433	0	0	0	0
4:45 PM	0	47	13	6	0	4	31	14	0	6	99	4	0	13	71	29	337	1,436	0	0	0	0
5:00 PM	0	46	18	3	0	4	32	26	0	4	105	1	0	12	83	39	373	1,387	0	0	0	0
5:15 PM	0	77	26	4	0	1	32	20	0	6	94	1	0	8	57	38	364		0	0	0	0
5:30 PM	0	67	17	7	0	1	36	15	0	3	101	0	0	10	75	30	362		0	0	0	0
5:45 PM	0	65	19	3	0	0	27	12	0	5	57	0	0	9	43	48	288		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	6
Lights	0	235	73	20	0	9	131	75	0	18	394	6	0	43	282	135	1,421
Mediums	0	2	1	0	0	0	0	0	0	1	1	0	0	0	3	1	9
Total	0	237	74	20	0	10	131	75	0	19	399	6	0	43	286	136	1,436

APPENDIX D

24-HOUR COUNT DATA



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Site Code: 1
 Station ID: 1
 BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	12	3	0	1	0	0	1	0	0	0	0	0	17
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
05:00	0	42	24	0	6	0	0	1	0	0	0	0	0	73
06:00	2	162	50	1	4	1	0	1	0	0	0	0	0	221
07:00	2	305	73	0	17	2	0	6	1	0	0	0	0	406
08:00	2	225	72	1	12	1	0	6	0	0	0	0	0	319
09:00	3	193	62	0	10	0	0	3	0	0	0	0	0	271
10:00	1	214	69	1	12	1	0	3	1	0	0	0	0	302
11:00	4	263	72	2	16	3	0	4	0	0	0	0	0	364
12 PM	1	244	88	2	12	2	0	4	1	0	0	0	0	354
13:00	4	272	77	1	12	3	0	4	1	0	0	0	0	374
14:00	3	327	81	1	16	3	0	8	0	0	0	0	0	439
15:00	4	405	90	0	14	1	0	4	0	0	0	0	0	518
16:00	6	438	129	0	28	2	0	2	1	0	0	0	0	606
17:00	2	414	121	1	17	4	0	3	1	0	0	0	0	563
18:00	4	299	88	1	17	1	1	4	0	0	0	0	0	415
19:00	7	251	70	1	5	0	0	0	0	0	0	0	0	334
20:00	7	182	35	0	8	0	0	3	0	0	0	0	0	235
21:00	1	139	31	0	9	0	0	3	0	0	0	0	0	183
22:00	2	76	16	0	3	0	0	0	0	0	0	0	0	97
23:00	1	28	3	0	0	0	0	2	0	0	0	0	0	34
Total	56	4534	1258	12	220	24	1	62	6	0	0	0	0	6173
Percent	0.9%	73.4%	20.4%	0.2%	3.6%	0.4%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	11:00	07:00	11:00		07:00	07:00					07:00
Vol.	4	305	73	2	17	3		6	1					406
PM Peak	19:00	16:00	16:00	12:00	16:00	17:00	18:00	14:00	12:00					16:00
Vol.	7	438	129	2	28	4	1	8	1					606

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Site Code: 1
Station ID: 1
BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	0	25	2	0	0	0	0	1	0	0	0	0	0	28
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	11	1	0	0	0	0	2	0	0	0	0	0	14
04:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
05:00	0	43	25	0	3	0	0	0	0	0	0	0	0	71
06:00	1	156	42	0	8	1	0	1	0	0	0	0	0	209
07:00	2	276	84	0	18	2	0	3	0	0	0	0	0	385
08:00	3	238	80	2	19	1	0	4	0	0	0	0	0	347
09:00	1	229	82	5	19	0	0	1	0	0	0	0	0	337
10:00	2	207	75	2	18	1	0	1	1	0	0	0	0	307
11:00	5	226	74	0	10	0	0	3	0	0	0	0	0	318
12 PM	12	327	88	0	15	3	0	2	0	0	0	0	0	447
13:00	4	316	84	0	10	1	0	6	0	0	0	0	0	421
14:00	4	298	81	2	9	1	0	4	1	0	0	0	0	400
15:00	5	378	93	3	19	2	0	4	1	0	0	0	0	505
16:00	9	407	117	3	30	3	0	6	0	0	0	0	0	575
17:00	13	463	114	1	22	0	0	1	0	0	0	0	0	614
18:00	3	292	93	0	14	2	0	3	0	0	0	0	0	407
19:00	3	232	75	0	11	0	0	3	2	0	0	0	0	326
20:00	4	213	56	0	10	0	0	1	1	0	0	0	0	285
21:00	0	111	33	0	4	0	0	1	0	0	0	0	0	149
22:00	0	69	11	0	1	0	0	1	0	0	0	0	0	82
23:00	0	41	9	0	1	0	0	6	0	0	0	0	0	57
Total	71	4591	1324	18	241	17	0	54	6	0	0	0	0	6322
Percent	1.1%	72.6%	20.9%	0.3%	3.8%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	09:00	08:00	07:00		08:00	10:00					07:00
Vol.	5	276	84	5	19	2		4	1					385
PM Peak	17:00	17:00	16:00	15:00	16:00	12:00		13:00	19:00					17:00
Vol.	13	463	117	3	30	3		6	2					614

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Site Code: 1
Station ID: 1
BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/13/20	0	19	4	0	0	0	0	0	0	0	0	0	0	23
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
05:00	0	42	25	1	5	0	0	0	0	0	0	0	0	73
06:00	1	155	50	1	7	0	0	1	0	0	0	0	0	215
07:00	2	285	64	0	19	1	0	2	0	0	0	0	0	373
08:00	5	248	79	1	17	1	0	5	1	0	0	0	0	357
09:00	5	208	74	2	16	1	0	4	0	0	0	0	0	310
10:00	2	181	71	1	11	0	0	1	0	0	0	0	0	267
11:00	4	231	83	1	12	1	0	2	1	0	0	0	0	335
12 PM	4	256	88	0	15	1	0	5	0	0	0	0	0	369
13:00	6	342	98	1	17	0	0	7	1	0	0	0	0	472
14:00	5	356	81	0	18	8	0	5	0	0	0	0	0	473
15:00	2	358	104	3	24	3	0	4	0	0	0	0	0	498
16:00	6	377	99	1	19	1	0	4	0	0	0	0	0	507
17:00	6	425	134	0	19	1	0	4	0	0	0	0	0	589
18:00	8	301	76	1	12	3	0	2	0	0	0	0	0	403
19:00	4	238	67	0	7	0	0	4	0	0	0	0	0	320
20:00	7	185	59	0	8	0	0	0	0	0	0	0	0	259
21:00	7	128	38	0	4	0	0	2	0	0	0	0	0	179
22:00	1	85	12	0	2	0	0	1	0	0	0	0	0	101
23:00	0	35	10	0	0	0	0	0	0	0	0	0	0	45
Total	75	4485	1323	13	232	21	0	53	3	0	0	0	0	6205
Percent	1.2%	72.3%	21.3%	0.2%	3.7%	0.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	11:00	09:00	07:00	07:00		08:00	08:00					07:00
Vol.	5	285	83	2	19	1		5	1					373
PM Peak	18:00	17:00	17:00	15:00	15:00	14:00		13:00	13:00					17:00
Vol.	8	425	134	3	24	8		7	1					589

All Traffic Data Services

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Site Code: 1
 Station ID: 1
 BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/14/20	0	15	4	0	0	0	0	0	0	0	0	0	0	19
01:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
05:00	0	50	21	1	4	1	0	1	0	0	0	0	0	78
06:00	0	153	56	0	7	0	0	0	0	0	0	0	0	216
07:00	2	272	71	1	12	2	0	5	0	0	0	0	0	365
08:00	0	220	82	1	14	1	0	5	0	0	0	0	0	323
09:00	5	211	80	2	18	3	0	2	0	0	0	0	0	321
10:00	2	223	67	2	19	1	0	4	0	0	0	0	0	318
11:00	4	264	79	1	18	1	0	2	0	0	0	0	0	369
12 PM	5	287	92	4	28	3	0	7	0	0	0	0	0	426
13:00	2	318	99	1	19	3	0	7	1	0	0	0	0	450
14:00	6	349	70	1	21	1	0	4	0	0	0	0	0	452
15:00	2	372	81	4	18	1	0	2	0	0	0	0	0	480
16:00	4	430	106	2	17	1	0	5	0	0	0	0	0	565
17:00	4	406	123	2	29	1	0	2	0	0	0	0	0	567
18:00	2	334	101	1	22	2	0	4	0	0	0	0	0	466
19:00	2	227	62	0	10	0	0	2	0	0	0	0	0	303
20:00	0	173	36	0	3	0	0	4	0	0	0	0	0	216
21:00	0	104	21	0	6	0	0	0	0	0	0	0	0	131
22:00	1	94	21	0	0	0	0	0	0	0	0	0	0	116
23:00	0	45	9	0	1	0	0	1	0	0	0	0	0	56
Total	41	4595	1288	23	266	21	0	57	1	0	0	0	0	6292
Percent	0.7%	73.0%	20.5%	0.4%	4.2%	0.3%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	09:00	10:00	09:00		07:00						11:00
Vol.	5	272	82	2	19	3		5						369
PM Peak	14:00	16:00	17:00	12:00	17:00	12:00		12:00	13:00					17:00
Vol.	6	430	123	4	29	3		7	1					567

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Site Code: 1
Station ID: 1
BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/15/20	0	23	3	0	0	0	0	0	0	0	0	0	0	26
01:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	6	1	0	1	0	0	1	0	0	0	0	0	9
04:00	0	9	4	0	3	0	0	0	0	0	0	0	0	16
05:00	0	21	5	0	2	0	0	0	0	0	0	0	0	28
06:00	0	46	23	1	5	0	0	2	0	0	0	0	0	77
07:00	1	89	23	1	5	0	0	1	0	0	0	0	0	120
08:00	2	166	56	1	8	3	0	0	0	0	0	0	0	236
09:00	2	219	72	0	9	0	0	4	0	0	0	0	0	306
10:00	3	264	69	1	20	0	0	6	0	0	0	0	0	363
11:00	1	298	82	2	28	1	0	6	0	0	0	0	0	418
12 PM	4	319	89	3	19	2	1	4	0	0	0	0	0	441
13:00	1	328	105	2	17	0	0	7	0	0	0	0	0	460
14:00	2	293	93	2	6	3	0	4	0	0	0	0	0	403
15:00	2	304	87	2	13	0	0	2	0	0	0	0	0	410
16:00	1	301	62	1	22	0	0	1	0	0	0	0	0	388
17:00	5	344	72	1	17	1	0	3	0	0	0	0	0	443
18:00	3	255	61	0	31	0	0	3	1	0	0	0	0	354
19:00	4	205	50	0	10	0	0	1	0	0	0	0	0	270
20:00	2	155	46	1	6	1	0	2	0	0	0	0	0	213
21:00	1	150	33	0	10	0	0	3	0	0	0	0	0	197
22:00	0	105	23	0	0	0	0	1	0	0	0	0	0	129
23:00	2	77	18	0	2	0	0	1	0	0	0	0	0	100
Total	36	4001	1083	18	234	11	1	52	1	0	0	0	0	5437
Percent	0.7%	73.6%	19.9%	0.3%	4.3%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	11:00	11:00	08:00		10:00						11:00
Vol.	3	298	82	2	28	3		6						418
PM Peak	17:00	17:00	13:00	12:00	18:00	14:00	12:00	13:00	18:00					13:00
Vol.	5	344	105	3	31	3	1	7	1					460

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Site Code: 1
 Station ID: 1
 BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/20	0	27	6	0	0	0	0	0	0	0	0	0	0	33
01:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	10	3	0	0	0	0	1	0	0	0	0	0	14
06:00	0	37	8	0	1	0	0	0	0	0	0	0	0	46
07:00	1	66	21	0	2	0	0	1	0	0	0	0	0	91
08:00	5	89	23	0	9	0	0	0	0	0	0	0	0	126
09:00	5	147	37	1	12	1	0	0	0	0	0	0	0	203
10:00	7	207	67	0	17	0	0	3	0	0	0	0	0	301
11:00	4	224	50	10	25	0	0	2	0	0	0	0	0	315
12 PM	2	314	65	5	37	0	0	2	0	0	0	0	0	425
13:00	2	287	45	14	63	0	0	2	0	0	0	0	0	413
14:00	4	328	44	10	42	0	0	2	0	0	0	0	0	430
15:00	1	258	34	12	58	0	0	1	0	0	0	0	0	364
16:00	3	331	55	7	48	0	0	2	0	0	0	0	0	446
17:00	5	328	49	4	45	0	0	7	0	0	0	0	0	438
18:00	0	237	68	0	18	0	0	7	0	0	0	0	0	330
19:00	2	206	51	0	12	0	0	2	0	0	0	0	0	273
20:00	1	191	51	2	7	0	0	5	0	0	0	0	0	257
21:00	2	106	25	0	3	0	0	4	0	0	0	0	0	140
22:00	1	58	8	0	0	0	0	3	0	0	0	0	0	70
23:00	1	32	6	0	1	0	0	0	0	0	0	0	0	40
Total	46	3522	721	65	401	1	0	44	0	0	0	0	0	4800
Percent	1.0%	73.4%	15.0%	1.4%	8.4%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	11:00	09:00		10:00						11:00
Vol.	7	224	67	10	25	1		3						315
PM Peak	17:00	16:00	18:00	13:00	13:00			17:00						16:00
Vol.	5	331	68	14	63			7						446

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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/20	0	8	4	0	0	0	0	0	0	0	0	0	0	12
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	1	18	8	0	0	0	0	0	0	0	0	0	0	27
05:00	2	45	19	0	8	0	0	1	0	0	0	0	0	75
06:00	0	164	51	1	7	1	0	0	0	0	0	0	0	224
07:00	1	264	80	0	16	2	0	2	0	0	0	0	0	365
08:00	4	202	66	1	15	0	0	4	0	0	0	0	0	292
09:00	0	191	64	3	21	0	0	6	0	0	0	0	0	285
10:00	7	222	50	4	24	1	0	3	0	0	0	0	0	311
11:00	1	234	66	3	30	1	0	2	0	0	0	0	0	337
12 PM	3	261	46	8	47	0	0	0	0	0	0	0	0	365
13:00	2	292	41	25	107	0	0	1	0	0	0	0	0	468
14:00	1	278	51	14	81	0	0	3	0	0	0	0	0	428
15:00	1	303	59	8	45	0	0	4	0	0	0	0	0	420
16:00	5	398	75	5	42	2	0	2	0	0	0	0	0	529
17:00	2	402	83	9	37	0	0	1	0	0	0	0	0	534
18:00	3	292	76	3	21	0	0	1	0	0	0	0	0	396
19:00	2	234	58	1	16	0	0	3	0	0	0	0	0	314
20:00	0	195	64	0	15	0	0	1	0	0	0	0	0	275
21:00	2	109	23	0	4	0	0	1	0	0	0	0	0	139
22:00	0	60	19	0	0	0	0	1	0	0	0	0	0	80
23:00	0	40	14	0	3	0	0	6	0	0	0	0	0	63
Total	37	4233	1023	85	539	7	0	42	0	0	0	0	0	5966
Percent	0.6%	71.0%	17.1%	1.4%	9.0%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	10:00	11:00	07:00		09:00						07:00
Vol.	7	264	80	4	30	2		6						365
PM Peak	16:00	17:00	17:00	13:00	13:00	16:00		23:00						17:00
Vol.	5	402	83	25	107	2		6						534
Grand Total	362	29961	8020	234	2133	102	2	364	17	0	0	0	0	41195
Percent	0.9%	72.7%	19.5%	0.6%	5.2%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 1
 Station ID: 1
 BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	16	2	0	0	0	0	0	0	0	0	0	0	18
01:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:00	1	6	4	0	2	0	0	0	1	0	0	0	0	14
05:00	1	25	7	0	6	1	0	0	0	0	0	0	0	40
06:00	0	134	51	0	9	3	0	3	0	0	0	0	0	200
07:00	0	305	110	0	21	0	0	4	0	0	0	0	0	440
08:00	3	208	105	1	33	0	0	4	0	0	0	0	0	354
09:00	1	186	77	1	21	0	0	7	2	0	0	0	0	295
10:00	3	176	80	0	22	0	0	3	0	0	0	0	0	284
11:00	1	188	83	2	31	1	0	7	1	0	0	0	0	314
12 PM	1	221	108	0	21	0	0	3	0	0	0	0	0	354
13:00	3	213	92	4	27	1	0	2	0	0	0	0	0	342
14:00	3	236	87	0	26	2	0	4	1	0	0	0	0	359
15:00	10	260	108	1	22	2	0	4	0	0	0	1	0	408
16:00	2	339	140	0	32	1	0	1	1	0	0	0	0	516
17:00	2	392	133	0	30	1	0	8	0	0	0	0	0	566
18:00	2	306	85	1	26	0	0	10	0	0	0	0	0	430
19:00	7	205	69	0	12	0	0	2	1	0	0	0	0	296
20:00	11	181	54	0	11	0	0	2	0	0	0	0	0	259
21:00	1	107	27	0	5	0	0	2	0	0	0	0	0	142
22:00	1	48	10	0	5	0	0	0	0	0	0	0	0	64
23:00	1	33	6	0	0	0	0	0	0	0	0	0	0	40
Total	54	3803	1439	10	365	12	0	66	7	0	0	1	0	5757
Percent	0.9%	66.1%	25.0%	0.2%	6.3%	0.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	08:00	06:00		09:00	09:00					07:00
Vol.	3	305	110	2	33	3		7	2					440
PM Peak	20:00	17:00	16:00	13:00	16:00	14:00		18:00	14:00			15:00		17:00
Vol.	11	392	140	4	32	2		10	1			1		566

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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	0	16	3	0	0	0	0	1	0	0	0	0	0	20
01:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	2	7	6	0	1	0	0	0	0	0	0	0	0	16
05:00	0	20	9	0	4	0	0	0	0	0	0	0	0	33
06:00	1	139	51	0	10	0	0	4	0	0	0	0	0	205
07:00	1	287	120	0	41	2	0	2	0	0	0	0	0	453
08:00	2	208	104	0	33	2	0	8	0	0	0	0	0	357
09:00	2	185	97	3	29	2	0	1	0	0	0	0	0	319
10:00	3	184	77	3	19	0	0	1	0	0	0	0	0	287
11:00	2	197	89	0	31	0	0	5	0	0	0	0	0	324
12 PM	2	251	87	0	14	0	0	4	0	0	0	0	0	358
13:00	0	258	101	1	14	1	0	4	0	0	0	0	0	379
14:00	8	273	104	1	22	0	0	5	0	0	0	0	0	413
15:00	2	295	107	3	22	0	0	3	1	0	0	0	0	433
16:00	2	355	115	1	22	0	0	3	0	0	0	0	0	498
17:00	4	381	129	1	37	1	0	15	0	0	0	0	0	568
18:00	5	324	105	0	23	0	0	7	1	0	0	0	0	465
19:00	1	201	79	0	22	0	0	3	0	0	0	0	0	306
20:00	1	177	50	0	8	0	0	0	0	0	0	0	0	236
21:00	2	109	27	0	5	0	0	1	0	0	0	0	0	144
22:00	0	59	11	0	2	0	0	0	0	0	0	0	0	72
23:00	0	37	9	0	1	0	0	0	0	0	0	0	0	47
Total	40	3979	1485	13	361	8	0	67	2	0	0	0	0	5955
Percent	0.7%	66.8%	24.9%	0.2%	6.1%	0.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	09:00	07:00	07:00		08:00						07:00
Vol.	3	287	120	3	41	2		8						453
PM Peak	14:00	17:00	17:00	15:00	17:00	13:00		17:00	15:00					17:00
Vol.	8	381	129	3	37	1		15	1					568

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Site Code: 1
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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/13/20	0	15	2	0	0	0	0	0	0	0	0	0	0	17
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	1	9	5	0	0	0	0	0	0	0	0	0	0	15
05:00	1	22	11	0	2	0	0	2	0	0	0	0	0	38
06:00	0	129	51	0	12	2	0	3	0	0	0	0	0	197
07:00	1	222	83	1	36	2	0	1	1	0	0	0	0	347
08:00	1	233	93	0	29	0	0	8	0	0	0	0	0	364
09:00	3	170	85	1	30	1	0	2	1	0	0	0	0	293
10:00	0	169	78	4	24	3	0	3	0	0	0	0	0	281
11:00	3	176	82	1	25	2	0	4	1	0	0	0	0	294
12 PM	2	241	96	2	9	3	0	3	0	0	0	0	0	356
13:00	4	242	79	0	27	1	0	4	0	0	0	0	0	357
14:00	1	254	90	3	33	2	0	6	0	0	0	0	0	389
15:00	2	304	107	3	23	0	0	4	0	0	0	0	0	443
16:00	1	320	110	1	18	1	0	6	0	0	0	0	0	457
17:00	5	396	127	0	19	0	0	4	0	0	0	0	0	551
18:00	3	338	90	0	13	1	0	3	0	0	0	0	0	448
19:00	0	216	63	0	8	0	0	1	0	0	0	0	0	288
20:00	6	168	34	0	3	0	0	2	0	0	0	0	0	213
21:00	3	93	17	0	4	0	0	0	0	0	0	0	0	117
22:00	7	75	13	0	2	0	0	1	0	0	0	0	0	98
23:00	0	34	4	0	2	0	0	1	0	0	0	0	0	41
Total	44	3839	1326	16	319	18	0	58	3	0	0	0	0	5623
Percent	0.8%	68.3%	23.6%	0.3%	5.7%	0.3%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	10:00	07:00	10:00		08:00	07:00					08:00
Vol.	3	233	93	4	36	3		8	1					364
PM Peak	22:00	17:00	17:00	14:00	14:00	12:00		14:00						17:00
Vol.	7	396	127	3	33	3		6						551

All Traffic Data Services

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Site Code: 1
Station ID: 1
BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/14/20	1	10	3	0	0	0	0	0	0	0	0	0	0	14
01:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
04:00	1	10	2	0	0	0	0	1	0	0	0	0	0	14
05:00	1	29	11	0	3	0	0	0	0	0	0	0	0	44
06:00	1	145	38	0	3	3	0	2	0	0	0	0	0	192
07:00	0	228	73	0	20	1	0	1	0	0	0	0	0	323
08:00	0	245	97	2	19	0	0	4	0	0	0	0	0	367
09:00	3	221	75	1	23	2	0	5	0	0	0	0	0	330
10:00	2	209	78	1	20	1	0	3	0	0	0	0	0	314
11:00	0	209	89	1	27	4	0	5	1	0	0	0	0	336
12 PM	5	253	103	2	27	2	0	3	2	0	0	0	0	397
13:00	0	283	83	1	24	1	0	5	0	0	0	0	0	397
14:00	1	274	85	1	17	0	0	8	1	0	0	0	0	387
15:00	2	312	94	2	26	0	0	4	0	0	0	0	0	440
16:00	3	399	107	0	17	2	0	3	0	0	0	0	0	531
17:00	2	407	89	0	16	0	0	6	0	0	0	0	0	520
18:00	1	290	79	0	18	0	0	4	0	0	0	0	0	392
19:00	2	180	81	0	20	2	0	4	0	0	0	0	0	289
20:00	1	159	41	0	6	0	0	0	0	0	0	0	0	207
21:00	0	120	40	0	5	0	0	3	0	0	0	0	0	168
22:00	0	79	13	0	3	0	0	0	0	0	0	0	0	95
23:00	0	46	10	0	1	0	0	1	0	0	0	0	0	58
Total	26	4134	1294	11	296	18	0	62	4	0	0	0	0	5845
Percent	0.4%	70.7%	22.1%	0.2%	5.1%	0.3%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	08:00	11:00	11:00		09:00	11:00					08:00
Vol.	3	245	97	2	27	4		5	1					367
PM Peak	12:00	17:00	16:00	12:00	12:00	12:00		14:00	12:00					16:00
Vol.	5	407	107	2	27	2		8	2					531

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Site Code: 1
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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/15/20	0	23	5	0	0	0	0	0	0	0	0	0	0	28
01:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19
02:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
03:00	0	6	1	0	0	0	0	1	0	0	0	0	0	8
04:00	0	5	6	0	0	0	0	1	0	0	0	0	0	12
05:00	0	20	9	0	2	0	0	0	0	0	0	0	0	31
06:00	0	39	18	0	4	0	0	3	0	0	0	0	0	64
07:00	0	65	34	0	8	0	0	1	0	0	0	0	0	108
08:00	0	170	57	1	17	0	0	7	0	0	0	0	0	252
09:00	2	162	84	1	17	0	0	3	0	0	0	0	0	269
10:00	2	238	95	0	24	0	0	2	0	0	0	0	0	361
11:00	2	299	84	0	24	0	0	7	0	0	0	0	0	416
12 PM	4	303	79	1	26	0	0	9	0	0	0	0	0	422
13:00	1	257	114	0	20	0	0	2	0	0	0	0	0	394
14:00	2	335	62	2	18	0	0	2	0	0	0	0	0	421
15:00	1	268	79	1	18	0	0	4	0	0	0	0	0	371
16:00	1	289	76	0	25	0	0	3	0	0	0	0	0	394
17:00	2	265	83	0	19	1	0	5	0	0	0	0	0	375
18:00	0	235	66	0	17	0	0	4	0	0	0	0	0	322
19:00	0	206	46	1	11	0	0	1	0	0	0	0	0	265
20:00	0	167	42	0	17	0	0	0	0	0	0	0	0	226
21:00	1	115	37	0	7	0	0	0	0	0	0	0	0	160
22:00	1	85	19	0	5	0	0	1	0	0	0	0	0	111
23:00	0	57	16	0	1	0	0	0	0	0	0	0	0	74
Total	19	3635	1119	7	281	1	0	56	0	0	0	0	0	5118
Percent	0.4%	71.0%	21.9%	0.1%	5.5%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	08:00	10:00			08:00						11:00
Vol.	2	299	95	1	24			7						416
PM Peak	12:00	14:00	13:00	14:00	12:00	17:00		12:00						12:00
Vol.	4	335	114	2	26	1		9						422

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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/16/20	0	27	4	0	0	0	0	0	0	0	0	0	0	31
01:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
02:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
06:00	0	24	7	0	3	0	0	2	0	0	0	0	0	36
07:00	0	49	16	0	3	0	0	1	1	0	0	0	0	70
08:00	1	81	34	0	9	0	0	4	0	0	0	0	0	129
09:00	0	154	47	0	14	0	0	8	0	0	0	0	0	223
10:00	2	226	68	0	14	0	0	5	0	0	0	0	0	315
11:00	8	296	57	0	18	0	0	5	0	0	0	0	0	384
12 PM	22	364	26	0	5	0	0	3	0	0	0	0	0	420
13:00	15	389	14	0	1	0	0	1	0	0	0	0	0	420
14:00	5	375	23	0	1	0	0	2	0	0	0	0	0	406
15:00	5	383	17	0	8	0	0	0	0	0	0	0	0	413
16:00	9	367	15	0	5	1	0	0	0	0	0	0	0	397
17:00	11	297	28	0	8	0	0	3	0	0	0	0	0	347
18:00	4	258	47	0	8	0	0	1	0	0	0	0	0	318
19:00	0	204	51	0	9	0	0	0	0	0	0	0	0	264
20:00	4	181	49	0	3	0	0	2	0	0	0	0	0	239
21:00	3	111	29	0	5	0	0	2	0	0	0	0	0	150
22:00	0	61	15	0	1	0	0	0	0	0	0	0	0	77
23:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
Total	89	3923	564	0	116	1	0	39	1	0	0	0	0	4733
Percent	1.9%	82.9%	11.9%	0.0%	2.5%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00		11:00			09:00	07:00					11:00
Vol.	8	296	68		18			8	1					384
PM Peak	12:00	13:00	19:00		19:00	16:00		12:00						12:00
Vol.	22	389	51		9	1		3						420

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BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/17/20	0	8	3	0	0	0	0	1	0	0	0	0	0	12
01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
05:00	0	26	7	0	3	0	0	1	0	0	0	0	0	37
06:00	1	129	44	0	16	0	0	1	0	0	0	0	0	191
07:00	0	240	101	1	23	0	0	2	0	0	0	0	0	367
08:00	1	209	93	3	28	0	0	7	0	0	0	0	0	341
09:00	1	177	69	0	33	0	0	4	0	0	0	0	0	284
10:00	7	229	49	0	15	0	0	0	0	0	0	0	0	300
11:00	3	263	22	1	6	0	0	2	0	0	0	0	0	297
12 PM	7	330	7	0	2	0	0	0	0	0	0	0	0	346
13:00	4	313	7	0	2	0	0	1	0	0	0	0	0	327
14:00	1	370	6	0	0	0	0	0	0	0	0	0	0	377
15:00	5	341	18	0	7	0	0	0	0	0	0	0	0	371
16:00	15	437	3	0	3	0	0	0	0	0	0	0	0	458
17:00	21	494	12	0	2	0	0	0	0	0	0	0	0	529
18:00	13	331	33	0	7	0	0	2	0	0	0	0	0	386
19:00	7	254	24	0	4	0	0	1	0	0	0	0	0	290
20:00	4	159	36	0	4	0	0	1	0	0	0	0	0	204
21:00	1	119	24	0	9	0	0	0	0	0	0	0	0	153
22:00	0	52	8	0	5	0	0	0	0	0	0	0	0	65
23:00	1	33	4	0	0	0	0	0	0	0	0	0	0	38
Total	92	4537	583	5	169	0	0	23	0	0	0	0	0	5409
Percent	1.7%	83.9%	10.8%	0.1%	3.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00	08:00	09:00			08:00						07:00
Vol.	7	263	101	3	33			7						367
PM Peak	17:00	17:00	20:00		21:00			18:00						17:00
Vol.	21	494	36		9			2						529
Grand Total	364	27850	7810	62	1907	58	0	371	17	0	0	1	0	38440
Percent	0.9%	72.5%	20.3%	0.2%	5.0%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/11/20	0	0	0	0	0	2	5	9	1	0	0	0	0	0	17
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	3	2	5	0	0	0	0	0	0	0	10
03:00	1	0	0	0	3	1	2	0	0	1	0	0	0	0	8
04:00	0	0	0	0	1	5	14	5	0	2	0	0	0	0	27
05:00	0	0	0	0	2	11	30	22	7	1	0	0	0	0	73
06:00	5	0	2	3	7	47	107	45	4	1	0	0	0	0	221
07:00	15	2	0	1	17	142	176	48	5	0	0	0	0	0	406
08:00	16	3	1	0	19	89	140	42	6	3	0	0	0	0	319
09:00	12	0	3	5	28	77	107	37	2	0	0	0	0	0	271
10:00	22	5	0	24	63	91	74	21	2	0	0	0	0	0	302
11:00	24	8	11	13	45	111	115	27	8	1	0	0	0	1	364
12 PM	15	2	6	11	42	102	138	37	1	0	0	0	0	0	354
13:00	23	4	8	9	36	102	152	36	3	1	0	0	0	0	374
14:00	24	5	3	10	47	153	134	50	12	1	0	0	0	0	439
15:00	25	2	11	11	43	192	177	52	3	1	1	0	0	0	518
16:00	29	8	12	14	70	204	207	56	4	2	0	0	0	0	606
17:00	27	5	8	9	56	162	215	74	6	0	0	0	1	0	563
18:00	20	1	8	4	27	108	172	63	10	1	1	0	0	0	415
19:00	11	5	11	15	23	101	116	49	3	0	0	0	0	0	334
20:00	3	5	2	6	26	70	87	31	5	0	0	0	0	0	235
21:00	2	0	0	7	44	60	60	7	3	0	0	0	0	0	183
22:00	3	0	0	0	1	16	48	23	6	0	0	0	0	0	97
23:00	0	0	0	1	4	9	15	4	1	0	0	0	0	0	34
Total	277	55	86	143	607	1858	2298	738	92	15	2	0	1	1	6173

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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/12/20	0	0	0	0	1	10	8	7	1	1	0	0	0	0	28
01:00	0	0	0	0	0	3	3	1	0	0	0	0	0	0	7
02:00	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
03:00	0	0	0	0	1	5	7	1	0	0	0	0	0	0	14
04:00	0	0	0	0	1	6	9	3	2	1	0	0	0	0	22
05:00	0	0	0	0	1	7	26	21	14	1	1	0	0	0	71
06:00	3	1	1	0	9	47	95	39	13	1	0	0	0	0	209
07:00	11	0	1	1	38	118	151	59	6	0	0	0	0	0	385
08:00	12	1	2	1	5	99	153	66	8	0	0	0	0	0	347
09:00	15	3	6	6	15	81	145	60	6	0	0	0	0	0	337
10:00	13	2	2	9	18	98	128	31	5	1	0	0	0	0	307
11:00	10	0	3	7	26	103	130	35	4	0	0	0	0	0	318
12 PM	28	3	20	25	30	137	157	43	4	0	0	0	0	0	447
13:00	29	5	9	11	58	154	128	23	4	0	0	0	0	0	421
14:00	15	3	1	14	44	151	141	30	1	0	0	0	0	0	400
15:00	26	7	14	12	28	151	206	53	8	0	0	0	0	0	505
16:00	34	9	23	24	51	214	179	39	2	0	0	0	0	0	575
17:00	31	8	15	11	54	213	226	55	1	0	0	0	0	0	614
18:00	9	3	7	10	33	119	162	51	13	0	0	0	0	0	407
19:00	10	2	2	3	37	95	138	34	5	0	0	0	0	0	326
20:00	11	5	2	2	19	80	128	32	5	0	1	0	0	0	285
21:00	4	0	0	3	8	48	61	22	2	0	1	0	0	0	149
22:00	2	0	0	3	7	25	32	11	0	2	0	0	0	0	82
23:00	1	0	0	0	1	15	29	9	2	0	0	0	0	0	57
Total	264	52	108	142	486	1984	2445	725	106	7	3	0	0	0	6322

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BELLS FERRY ROAD SOUTH OF MARINA CT

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Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/13/20	0	0	0	0	3	6	7	5	2	0	0	0	0	0	23
01:00	0	0	0	0	0	0	7	2	0	0	0	0	0	0	9
02:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	7
03:00	0	1	0	0	3	1	2	0	0	0	0	0	0	0	7
04:00	0	0	0	0	3	5	4	2	0	0	0	0	0	0	14
05:00	0	0	0	0	0	12	31	24	3	3	0	0	0	0	73
06:00	2	0	0	0	7	50	96	53	7	0	0	0	0	0	215
07:00	6	0	0	6	29	89	160	72	11	0	0	0	0	0	373
08:00	14	6	5	6	24	89	158	49	5	0	1	0	0	0	357
09:00	19	1	4	12	28	104	105	30	7	0	0	0	0	0	310
10:00	9	1	1	5	18	72	115	43	3	0	0	0	0	0	267
11:00	7	0	2	1	14	97	152	56	5	1	0	0	0	0	335
12 PM	24	6	8	7	22	112	132	50	7	1	0	0	0	0	369
13:00	18	2	11	23	60	144	173	36	5	0	0	0	0	0	472
14:00	20	0	7	10	46	173	162	51	4	0	0	0	0	0	473
15:00	23	2	8	24	57	141	181	51	11	0	0	0	0	0	498
16:00	29	1	6	15	52	137	200	65	2	0	0	0	0	0	507
17:00	23	1	0	8	50	179	238	75	14	1	0	0	0	0	589
18:00	25	4	13	14	43	110	148	40	6	0	0	0	0	0	403
19:00	11	2	6	13	36	94	117	38	3	0	0	0	0	0	320
20:00	11	0	2	5	33	97	81	27	2	0	0	1	0	0	259
21:00	5	1	1	6	16	63	66	19	1	1	0	0	0	0	179
22:00	1	0	0	0	3	38	36	21	1	1	0	0	0	0	101
23:00	0	0	1	1	2	15	16	8	2	0	0	0	0	0	45
Total	247	28	75	156	550	1832	2389	817	101	8	1	1	0	0	6205

All Traffic Data Services

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Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/14/20	0	0	0	0	0	5	8	6	0	0	0	0	0	0	19
01:00	0	0	0	0	1	6	6	5	0	0	1	0	0	0	19
02:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
03:00	0	0	0	0	1	1	3	2	1	0	0	0	0	0	8
04:00	1	0	0	0	1	2	10	6	2	0	1	0	0	0	23
05:00	3	0	0	0	2	14	27	23	8	1	0	0	0	0	78
06:00	3	0	0	1	5	60	105	33	7	2	0	0	0	0	216
07:00	7	0	1	7	24	90	168	59	8	0	0	1	0	0	365
08:00	11	1	0	5	17	85	138	60	6	0	0	0	0	0	323
09:00	18	0	2	4	19	84	138	52	4	0	0	0	0	0	321
10:00	17	1	2	14	39	112	88	41	3	1	0	0	0	0	318
11:00	12	0	4	12	24	133	141	42	1	0	0	0	0	0	369
12 PM	30	3	23	29	57	146	113	19	6	0	0	0	0	0	426
13:00	27	1	5	14	51	163	160	26	3	0	0	0	0	0	450
14:00	24	0	8	17	56	146	151	39	9	1	0	0	0	1	452
15:00	42	0	3	16	18	120	204	72	5	0	0	0	0	0	480
16:00	38	2	5	14	42	177	230	55	0	1	0	0	1	0	565
17:00	61	0	4	9	58	156	223	49	7	0	0	0	0	0	567
18:00	48	1	6	13	51	157	145	43	1	1	0	0	0	0	466
19:00	13	0	1	23	22	85	112	41	6	0	0	0	0	0	303
20:00	4	0	3	8	17	67	94	20	3	0	0	0	0	0	216
21:00	2	0	0	2	7	41	64	12	3	0	0	0	0	0	131
22:00	2	1	3	1	6	34	50	17	2	0	0	0	0	0	116
23:00	1	0	0	0	2	23	18	8	4	0	0	0	0	0	56
Total	364	10	70	189	520	1909	2398	731	89	7	2	1	1	1	6292

All Traffic Data Services

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Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/15/20	2	0	0	0	3	3	11	7	0	0	0	0	0	0	26
01:00	0	0	0	1	3	5	10	2	0	0	0	0	0	0	21
02:00	0	0	0	0	2	3	2	2	0	0	0	0	0	0	9
03:00	0	0	0	0	0	1	3	4	1	0	0	0	0	0	9
04:00	0	0	0	0	1	2	5	5	3	0	0	0	0	0	16
05:00	0	0	0	0	1	8	9	8	1	1	0	0	0	0	28
06:00	1	0	0	2	1	22	34	13	4	0	0	0	0	0	77
07:00	4	0	0	0	1	17	48	41	9	0	0	0	0	0	120
08:00	7	0	4	8	13	70	89	41	4	0	0	0	0	0	236
09:00	8	4	4	4	16	92	145	31	2	0	0	0	0	0	306
10:00	12	1	3	7	31	115	143	48	3	0	0	0	0	0	363
11:00	51	4	12	19	36	113	142	34	7	0	0	0	0	0	418
12 PM	45	4	19	28	76	118	109	34	6	0	1	0	0	1	441
13:00	33	3	10	17	72	165	140	19	1	0	0	0	0	0	460
14:00	23	2	8	17	59	158	111	24	1	0	0	0	0	0	403
15:00	48	3	10	24	39	113	137	33	2	1	0	0	0	0	410
16:00	48	2	8	26	44	92	125	37	6	0	0	0	0	0	388
17:00	57	4	12	31	36	130	132	38	2	1	0	0	0	0	443
18:00	38	3	10	17	43	111	90	33	9	0	0	0	0	0	354
19:00	18	0	9	9	23	74	97	33	4	0	2	1	0	0	270
20:00	7	0	4	14	29	59	74	26	0	0	0	0	0	0	213
21:00	8	0	0	6	14	56	75	37	0	1	0	0	0	0	197
22:00	8	0	0	1	13	39	42	25	1	0	0	0	0	0	129
23:00	2	0	0	0	11	20	44	21	0	2	0	0	0	0	100
Total	420	30	113	231	567	1586	1817	596	66	6	3	1	0	1	5437

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/16/20	0	0	0	0	1	7	19	4	2	0	0	0	0	0	33
01:00	0	0	0	0	0	3	13	5	2	0	0	0	0	0	23
02:00	0	0	0	0	0	0	1	4	0	0	0	0	0	0	5
03:00	0	0	0	0	2	1	4	3	0	0	0	0	0	0	10
04:00	0	0	0	0	1	1	3	1	1	0	0	0	0	0	7
05:00	0	0	0	1	1	1	3	7	1	0	0	0	0	0	14
06:00	2	0	0	0	2	12	17	9	3	1	0	0	0	0	46
07:00	0	0	0	0	3	19	32	31	6	0	0	0	0	0	91
08:00	4	1	0	1	5	23	54	34	4	0	0	0	0	0	126
09:00	19	0	1	5	15	52	70	35	5	1	0	0	0	0	203
10:00	35	0	3	13	27	83	107	28	5	0	0	0	0	0	301
11:00	62	1	3	14	29	98	70	26	7	3	0	1	1	0	315
12 PM	109	2	1	5	46	108	107	37	8	1	1	0	0	0	425
13:00	130	3	11	8	19	83	97	27	9	10	8	5	1	2	413
14:00	145	2	9	4	42	97	73	20	12	7	4	8	3	4	430
15:00	119	0	2	4	28	92	70	22	10	5	6	3	1	2	364
16:00	141	0	1	8	42	121	90	26	5	3	6	2	0	1	446
17:00	96	1	4	23	68	121	91	26	4	0	1	1	1	1	438
18:00	54	0	0	16	42	107	83	22	5	0	1	0	0	0	330
19:00	23	0	1	20	23	77	96	26	6	1	0	0	0	0	273
20:00	19	0	0	12	41	101	70	11	2	0	1	0	0	0	257
21:00	3	0	0	2	9	49	57	17	3	0	0	0	0	0	140
22:00	4	0	0	2	5	29	20	7	3	0	0	0	0	0	70
23:00	2	0	0	0	3	12	13	9	0	0	0	1	0	0	40
Total	967	10	36	138	454	1297	1260	437	103	32	28	21	7	10	4800

All Traffic Data Services

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Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

N

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/17/20	0	0	0	0	0	1	7	3	0	1	0	0	0	0	12
01:00	0	0	0	0	2	7	2	3	0	0	0	0	0	0	14
02:00	0	0	1	0	0	1	4	1	0	0	0	0	0	0	7
03:00	0	0	0	0	1	0	2	2	1	0	0	0	0	0	6
04:00	0	0	0	0	2	8	4	10	3	0	0	0	0	0	27
05:00	2	0	0	0	2	15	26	21	9	0	0	0	0	0	75
06:00	6	0	0	0	5	45	100	58	7	2	0	1	0	0	224
07:00	6	0	0	0	11	86	179	73	10	0	0	0	0	0	365
08:00	14	3	0	4	18	81	114	52	3	2	1	0	0	0	292
09:00	21	0	4	14	31	114	76	21	3	0	0	0	1	0	285
10:00	66	0	1	7	38	95	75	17	7	2	1	2	0	0	311
11:00	89	0	0	1	24	84	91	37	4	5	0	2	0	0	337
12 PM	128	0	0	0	10	39	117	32	7	10	7	5	7	3	365
13:00	194	0	0	1	4	48	80	24	5	8	25	36	24	19	468
14:00	163	0	0	0	11	48	108	30	15	9	14	10	6	14	428
15:00	153	0	1	1	8	77	99	32	8	9	4	2	12	14	420
16:00	212	0	1	0	18	108	130	28	6	6	3	5	5	7	529
17:00	184	0	0	3	16	89	151	53	8	4	9	9	6	2	534
18:00	108	0	0	0	8	83	126	56	12	2	1	0	0	0	396
19:00	72	0	0	2	19	74	100	36	5	4	1	1	0	0	314
20:00	33	0	1	2	22	86	106	20	4	1	0	0	0	0	275
21:00	6	0	0	1	3	48	51	26	4	0	0	0	0	0	139
22:00	2	0	0	0	0	15	47	13	3	0	0	0	0	0	80
23:00	8	0	0	0	0	14	23	15	2	1	0	0	0	0	63
Total	1467	3	9	36	253	1266	1818	663	126	66	66	73	61	59	5966
Grand Total	4006	188	497	1035	3437	11732	14425	4707	683	141	105	97	70	72	41195

15th Percentile : 30 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 48 MPH

Stats
 Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 26157
 Percent in Pace : 63.5%
 Number of Vehicles > 55 MPH : 485
 Percent of Vehicles > 55 MPH : 1.2%

All Traffic Data Services

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Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
08/11/20	0	0	0	0	1	2	5	5	5	0	0	0	0	0	0	18
01:00	0	0	0	0	0	0	2	1	1	0	0	1	0	0	0	5
02:00	2	0	2	0	0	1	3	0	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9
04:00	0	0	0	0	0	1	6	4	3	0	0	0	0	0	0	14
05:00	4	0	0	0	0	0	13	12	9	2	0	0	0	0	0	40
06:00	8	0	0	0	6	12	75	87	12	0	0	0	0	0	0	200
07:00	17	0	1	1	5	38	192	171	14	1	0	0	0	0	0	440
08:00	14	0	1	1	7	57	167	94	11	2	0	0	0	0	0	354
09:00	17	0	1	2	8	50	125	82	9	1	0	0	0	0	0	295
10:00	26	1	5	6	25	78	106	34	3	0	0	0	0	0	0	284
11:00	22	3	3	12	24	67	122	56	5	0	0	0	0	0	0	314
12 PM	19	2	5	7	23	57	154	78	9	0	0	0	0	0	0	354
13:00	30	0	5	5	12	60	126	99	5	0	0	0	0	0	0	342
14:00	24	2	1	7	22	69	149	82	3	0	0	0	0	0	0	359
15:00	35	2	1	7	33	74	170	77	9	0	0	0	0	0	0	408
16:00	52	4	7	4	26	108	201	106	8	0	0	0	0	0	0	516
17:00	51	2	2	10	22	124	247	99	9	0	0	0	0	0	0	566
18:00	30	1	0	2	15	79	180	107	15	1	0	0	0	0	0	430
19:00	18	0	1	8	7	51	129	75	5	2	0	0	0	0	0	296
20:00	18	1	1	7	12	37	118	57	8	0	0	0	0	0	0	259
21:00	11	1	3	8	14	32	48	23	2	0	0	0	0	0	0	142
22:00	2	0	0	0	0	12	20	25	4	1	0	0	0	0	0	64
23:00	0	0	0	1	2	11	11	11	2	2	0	0	0	0	0	40
Total	400	19	39	88	264	1020	2372	1390	152	12	0	1	0	0	0	5757

All Traffic Data Services

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Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/12/20	0	0	0	0	0	3	11	2	4	0	0	0	0	0	20
01:00	0	0	0	0	0	1	5	3	2	0	0	0	0	0	11
02:00	0	0	0	1	0	0	4	2	1	0	0	0	0	0	8
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	6	4	4	1	1	0	0	0	16
05:00	0	0	0	0	0	1	10	15	6	1	0	0	0	0	33
06:00	10	0	0	0	4	19	63	92	14	3	0	0	0	0	205
07:00	26	0	2	3	1	41	186	167	26	1	0	0	0	0	453
08:00	9	0	7	1	12	58	151	100	16	2	1	0	0	0	357
09:00	9	1	3	8	15	51	138	87	6	1	0	0	0	0	319
10:00	19	0	3	6	18	49	112	62	16	1	0	0	1	0	287
11:00	27	1	3	9	20	69	133	58	4	0	0	0	0	0	324
12 PM	51	1	4	8	12	81	133	63	5	0	0	0	0	0	358
13:00	30	0	5	15	29	80	154	61	5	0	0	0	0	0	379
14:00	29	0	6	7	26	105	156	81	2	1	0	0	0	0	413
15:00	44	0	9	11	39	91	172	58	9	0	0	0	0	0	433
16:00	58	1	12	10	32	98	179	98	10	0	0	0	0	0	498
17:00	53	0	15	18	43	138	215	82	3	1	0	0	0	0	568
18:00	41	0	3	3	18	69	197	118	16	0	0	0	0	0	465
19:00	23	0	1	3	5	54	136	77	6	1	0	0	0	0	306
20:00	29	0	0	5	9	40	91	52	9	0	1	0	0	0	236
21:00	10	0	1	2	6	20	69	33	3	0	0	0	0	0	144
22:00	1	0	2	0	1	13	32	23	0	0	0	0	0	0	72
23:00	4	0	0	0	0	5	19	12	4	3	0	0	0	0	47
Total	473	4	76	110	290	1087	2374	1350	171	16	3	0	1	0	5955

All Traffic Data Services

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Site Code: 1

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BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/13/20	1	0	0	0	1	2	7	5	1	0	0	0	0	0	17
01:00	0	0	0	0	0	2	2	1	0	1	1	0	0	0	7
02:00	0	0	0	0	0	1	3	2	1	0	0	0	0	0	7
03:00	0	0	1	0	0	1	1	1	1	0	0	0	0	0	5
04:00	0	0	0	0	0	2	4	6	3	0	0	0	0	0	15
05:00	0	0	0	0	1	2	8	19	7	1	0	0	0	0	38
06:00	5	0	0	0	1	25	69	85	12	0	0	0	0	0	197
07:00	12	0	1	0	12	37	123	142	19	1	0	0	0	0	347
08:00	29	2	4	1	13	63	154	90	7	1	0	0	0	0	364
09:00	17	0	0	0	8	59	112	87	9	1	0	0	0	0	293
10:00	18	0	2	10	7	56	113	72	3	0	0	0	0	0	281
11:00	12	0	2	5	11	44	126	79	13	2	0	0	0	0	294
12 PM	28	0	0	4	12	75	149	77	10	1	0	0	0	0	356
13:00	27	1	1	5	20	67	147	84	5	0	0	0	0	0	357
14:00	28	0	2	3	27	89	174	60	5	1	0	0	0	0	389
15:00	29	0	2	10	29	113	182	71	7	0	0	0	0	0	443
16:00	38	0	3	9	19	79	196	108	5	0	0	0	0	0	457
17:00	52	1	1	5	20	160	211	96	5	0	0	0	0	0	551
18:00	43	1	6	9	35	129	181	43	0	1	0	0	0	0	448
19:00	22	0	2	6	20	89	110	38	1	0	0	0	0	0	288
20:00	15	0	1	3	22	70	79	22	1	0	0	0	0	0	213
21:00	8	0	0	1	8	28	49	22	1	0	0	0	0	0	117
22:00	4	0	0	2	1	31	38	17	4	0	1	0	0	0	98
23:00	4	0	0	0	2	17	12	4	1	1	0	0	0	0	41
Total	392	5	28	73	269	1241	2250	1231	121	11	2	0	0	0	5623

All Traffic Data Services

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 BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/14/20	1	0	0	0	1	1	4	6	0	0	1	0	0	0	14
01:00	1	0	0	0	2	3	5	2	0	0	0	0	0	0	13
02:00	0	0	0	0	0	1	5	1	1	0	1	0	0	0	9
03:00	0	0	0	0	0	2	1	2	0	0	0	3	0	0	8
04:00	0	0	0	0	0	4	2	7	1	0	0	0	0	0	14
05:00	1	0	0	0	2	6	17	15	3	0	0	0	0	0	44
06:00	7	0	0	0	8	37	93	43	3	1	0	0	0	0	192
07:00	11	0	1	0	7	70	151	75	8	0	0	0	0	0	323
08:00	23	0	3	2	5	82	174	75	3	0	0	0	0	0	367
09:00	27	0	1	5	6	74	170	42	5	0	0	0	0	0	330
10:00	22	0	0	4	14	90	130	46	7	1	0	0	0	0	314
11:00	32	0	2	5	20	72	153	48	4	0	0	0	0	0	336
12 PM	41	0	4	15	34	111	135	55	2	0	0	0	0	0	397
13:00	40	3	10	12	32	78	154	61	6	1	0	0	0	0	397
14:00	42	1	5	8	30	111	142	44	4	0	0	0	0	0	387
15:00	55	2	1	7	22	116	167	66	4	0	0	0	0	0	440
16:00	69	1	3	14	32	96	235	79	2	0	0	0	0	0	531
17:00	107	0	3	16	36	104	183	64	7	0	0	0	0	0	520
18:00	81	1	7	7	26	104	128	35	3	0	0	0	0	0	392
19:00	26	0	3	9	34	87	96	30	4	0	0	0	0	0	289
20:00	13	0	2	7	12	42	86	43	2	0	0	0	0	0	207
21:00	9	0	2	4	11	24	76	40	2	0	0	0	0	0	168
22:00	9	0	0	2	4	12	37	23	7	1	0	0	0	0	95
23:00	2	0	0	0	1	10	23	17	5	0	0	0	0	0	58
Total	619	8	47	117	339	1337	2367	919	83	4	2	3	0	0	5845

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
08/15/20	0	0	0	0	0	4	15	8	0	1	0	0	0	0	0	28
01:00	1	0	0	0	4	2	4	6	2	0	0	0	0	0	0	19
02:00	0	0	0	0	0	3	6	5	1	0	0	0	0	0	0	15
03:00	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	8
04:00	0	0	0	0	0	1	2	5	3	0	0	0	1	0	0	12
05:00	1	0	0	1	2	1	10	12	4	0	0	0	0	0	0	31
06:00	1	0	0	0	3	5	17	29	8	1	0	0	0	0	0	64
07:00	7	0	0	0	2	19	34	35	10	0	1	0	0	0	0	108
08:00	9	0	0	6	7	41	113	71	5	0	0	0	0	0	0	252
09:00	21	0	5	2	3	49	122	59	6	2	0	0	0	0	0	269
10:00	30	0	5	8	19	67	145	78	9	0	0	0	0	0	0	361
11:00	53	0	8	9	30	101	165	45	5	0	0	0	0	0	0	416
12 PM	84	0	8	27	52	77	121	51	2	0	0	0	0	0	0	422
13:00	58	0	3	12	51	108	123	34	5	0	0	0	0	0	0	394
14:00	56	1	16	25	48	113	135	27	0	0	0	0	0	0	0	421
15:00	54	0	2	12	40	91	128	39	4	1	0	0	0	0	0	371
16:00	54	3	3	12	43	98	136	43	2	0	0	0	0	0	0	394
17:00	58	3	7	13	31	106	121	34	2	0	0	0	0	0	0	375
18:00	39	0	5	9	28	82	110	42	6	1	0	0	0	0	0	322
19:00	30	2	1	5	24	60	95	42	6	0	0	0	0	0	0	265
20:00	35	0	2	7	16	47	90	27	2	0	0	0	0	0	0	226
21:00	22	0	1	5	9	28	63	30	2	0	0	0	0	0	0	160
22:00	20	0	1	3	3	17	33	28	6	0	0	0	0	0	0	111
23:00	9	0	0	0	0	13	36	12	3	1	0	0	0	0	0	74
Total	642	9	67	156	415	1134	1828	764	94	7	1	0	1	0	0	5118

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1

Station ID: 1

BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/16/20	2	0	0	0	0	3	18	6	2	0	0	0	0	0	31
01:00	4	0	0	0	0	2	6	7	0	0	0	0	0	0	19
02:00	1	0	0	0	0	2	3	3	0	0	0	0	0	0	9
03:00	1	0	0	0	0	0	2	3	0	0	0	0	0	0	6
04:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
05:00	1	0	0	0	0	1	5	5	0	2	0	0	0	0	14
06:00	1	0	0	0	1	5	12	11	5	1	0	0	0	0	36
07:00	8	0	0	0	2	17	20	16	5	2	0	0	0	0	70
08:00	13	0	2	2	7	20	51	32	2	0	0	0	0	0	129
09:00	36	0	1	2	12	42	77	50	3	0	0	0	0	0	223
10:00	85	6	3	11	20	51	90	45	4	0	0	0	0	0	315
11:00	122	11	11	27	25	60	94	33	1	0	0	0	0	0	384
12 PM	204	8	30	41	25	48	56	8	0	0	0	0	0	0	420
13:00	274	9	36	39	15	21	23	3	0	0	0	0	0	0	420
14:00	256	3	17	35	29	29	27	10	0	0	0	0	0	0	406
15:00	272	6	16	24	15	36	40	4	0	0	0	0	0	0	413
16:00	238	2	20	32	35	39	27	4	0	0	0	0	0	0	397
17:00	170	2	9	23	26	57	50	10	0	0	0	0	0	0	347
18:00	95	3	10	7	18	86	82	13	4	0	0	0	0	0	318
19:00	54	4	1	2	31	54	80	32	6	0	0	0	0	0	264
20:00	42	2	5	6	16	76	72	20	0	0	0	0	0	0	239
21:00	14	0	2	4	6	25	73	23	3	0	0	0	0	0	150
22:00	12	0	0	2	4	17	31	9	1	1	0	0	0	0	77
23:00	15	0	0	0	2	6	13	6	0	0	0	0	0	0	42
Total	1920	56	163	257	289	698	952	356	36	6	0	0	0	0	4733

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1
Station ID: 1
BELLS FERRY ROAD SOUTH OF MARINA CT

S

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
08/17/20	0	0	0	0	0	2	5	5	0	0	0	0	0	0	0	12
01:00	1	0	0	1	0	3	2	2	1	0	0	0	0	0	0	10
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	6
04:00	4	0	0	0	0	0	9	4	2	0	0	0	0	0	0	19
05:00	0	0	0	0	0	2	8	19	6	2	0	0	0	0	0	37
06:00	14	0	0	0	3	11	66	80	15	2	0	0	0	0	0	191
07:00	20	0	0	1	4	47	158	118	18	0	1	0	0	0	0	367
08:00	27	0	2	3	12	55	150	86	6	0	0	0	0	0	0	341
09:00	46	1	5	9	30	93	83	16	1	0	0	0	0	0	0	284
10:00	81	1	9	34	32	77	48	17	1	0	0	0	0	0	0	300
11:00	172	1	10	27	16	30	35	6	0	0	0	0	0	0	0	297
12 PM	289	0	4	14	15	5	17	2	0	0	0	0	0	0	0	346
13:00	287	0	0	13	3	9	13	2	0	0	0	0	0	0	0	327
14:00	355	0	4	2	2	7	6	1	0	0	0	0	0	0	0	377
15:00	273	1	4	10	16	27	32	7	1	0	0	0	0	0	0	371
16:00	332	0	9	76	25	4	11	1	0	0	0	0	0	0	0	458
17:00	365	0	18	67	31	22	22	3	1	0	0	0	0	0	0	529
18:00	143	2	7	33	41	56	92	12	0	0	0	0	0	0	0	386
19:00	141	0	5	13	17	48	52	11	3	0	0	0	0	0	0	290
20:00	34	1	0	8	16	51	78	15	1	0	0	0	0	0	0	204
21:00	6	0	0	2	4	20	77	40	4	0	0	0	0	0	0	153
22:00	2	0	1	0	1	19	21	18	3	0	0	0	0	0	0	65
23:00	3	0	0	0	3	12	12	7	1	0	0	0	0	0	0	38
Total	2596	7	78	313	272	601	998	475	64	4	1	0	0	0	0	5409
Grand Total	7042	108	498	1114	2138	7118	13141	6485	721	60	9	4	2	0	0	38440

15th Percentile : 12 MPH
50th Percentile : 40 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats
Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 20259
Percent in Pace : 52.7%
Number of Vehicles > 55 MPH : 75
Percent of Vehicles > 55 MPH : 0.2%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	1	1	0	0	0	0	1	0	0	0	0	0	3
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	11	2	0	0	0	0	1	0	0	0	0	0	14
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	0	3	0	0	0	1	0	0	0	0	0	0	0	4
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	16	1	0	0	0	0	0	0	0	0	0	0	17
05:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:30	0	14	8	0	1	0	0	0	0	0	0	0	0	23
05:45	0	13	8	0	0	0	0	0	0	0	0	0	0	21
	0	42	20	0	2	0	0	0	0	0	0	0	0	64
06:00	0	15	5	0	0	0	0	1	0	0	0	0	0	21
06:15	0	23	14	0	2	0	0	0	0	0	0	0	0	39
06:30	1	53	9	2	0	0	0	1	0	0	0	0	0	66
06:45	0	38	13	4	3	1	0	0	1	0	0	0	0	60
	1	129	41	6	5	1	0	2	1	0	0	0	0	186
07:00	0	98	25	2	3	1	0	0	0	0	0	0	0	129
07:15	0	89	20	12	6	1	0	0	0	0	0	0	0	128
07:30	0	113	35	3	9	1	0	1	2	0	0	0	0	164
07:45	0	90	24	0	9	2	0	1	0	0	0	0	0	126
	0	390	104	17	27	5	0	2	2	0	0	0	0	547
08:00	0	79	23	0	3	0	0	1	0	0	0	0	0	106
08:15	0	78	16	2	9	1	0	0	0	0	0	0	0	106
08:30	2	105	19	4	8	2	0	2	0	0	0	0	0	142
08:45	1	83	20	0	4	1	0	2	0	0	0	0	0	111
	3	345	78	6	24	4	0	5	0	0	0	0	0	465
09:00	1	54	16	0	4	2	0	0	0	0	0	0	0	77
09:15	1	44	19	0	1	1	0	1	0	0	0	0	0	67
09:30	0	54	22	0	5	0	0	0	0	0	0	0	0	81
09:45	0	56	19	0	0	0	0	2	0	0	0	0	0	77
	2	208	76	0	10	3	0	3	0	0	0	0	0	302
10:00	0	53	14	0	3	1	0	1	0	0	0	0	0	72
10:15	1	64	15	0	4	0	0	1	0	0	0	0	0	85
10:30	0	73	20	0	4	0	0	0	0	0	0	0	0	97
10:45	0	45	18	1	2	0	0	0	0	0	0	0	0	66
	1	235	67	1	13	1	0	2	0	0	0	0	0	320
11:00	0	65	19	0	5	0	0	0	0	0	0	0	0	89
11:15	0	65	15	1	4	0	0	1	0	0	0	0	0	86
11:30	0	73	22	0	10	0	0	0	0	0	0	0	0	105
11:45	1	75	22	0	2	0	0	2	0	0	0	0	0	102
	1	278	78	1	21	0	0	3	0	0	0	0	0	382
Total	8	1672	470	31	102	15	0	18	3	0	0	0	0	2319
Percent	0.3%	72.1%	20.3%	1.3%	4.4%	0.6%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	66	19	0	2	2	0	0	0	0	0	0	0	90
12:15	0	59	19	0	3	0	0	1	0	0	0	0	0	82
12:30	0	72	16	2	5	0	0	0	0	0	0	0	0	95
12:45	1	72	21	0	4	0	0	3	0	0	0	0	0	101
	2	269	75	2	14	2	0	4	0	0	0	0	0	368
13:00	0	66	18	1	2	0	0	0	0	0	0	0	0	87
13:15	0	71	12	0	3	0	0	1	0	0	0	0	0	87
13:30	1	77	24	0	7	1	0	1	1	0	0	0	0	112
13:45	0	69	22	0	5	0	0	1	0	0	0	0	0	97
	1	283	76	1	17	1	0	3	1	0	0	0	0	383
14:00	1	54	14	1	10	0	0	1	0	0	0	0	0	81
14:15	1	90	25	10	7	1	0	0	0	0	0	0	0	134
14:30	0	93	30	2	6	0	0	0	0	0	0	0	0	131
14:45	0	91	24	7	9	0	0	0	0	0	0	0	0	131
	2	328	93	20	32	1	0	1	0	0	0	0	0	477
15:00	0	77	17	1	6	0	0	0	0	0	0	0	0	101
15:15	0	93	31	0	3	0	0	0	0	0	0	0	0	127
15:30	0	70	25	0	7	2	0	0	0	0	0	0	0	104
15:45	0	88	22	1	7	0	0	0	0	0	0	0	0	118
	0	328	95	2	23	2	0	0	0	0	0	0	0	450
16:00	1	103	29	2	8	0	0	1	0	0	0	0	0	144
16:15	2	132	27	5	8	0	0	1	0	0	0	0	0	175
16:30	0	119	26	4	3	0	0	0	0	0	0	0	0	152
16:45	0	121	30	0	10	1	0	1	0	0	0	0	0	163
	3	475	112	11	29	1	0	3	0	0	0	0	0	634
17:00	0	107	38	0	6	0	0	0	0	0	0	0	0	151
17:15	0	98	27	0	5	0	0	1	0	0	0	0	0	131
17:30	0	106	34	0	2	0	0	0	0	0	0	0	0	142
17:45	1	109	28	0	5	0	0	0	0	0	0	0	0	143
	1	420	127	0	18	0	0	1	0	0	0	0	0	567
18:00	0	96	23	0	4	0	0	0	0	0	0	0	0	123
18:15	0	84	25	1	3	1	0	0	0	0	0	0	0	114
18:30	2	78	18	0	4	0	0	1	0	0	0	0	0	103
18:45	0	75	24	0	0	0	0	0	0	0	0	0	0	99
	2	333	90	1	11	1	0	1	0	0	0	0	0	439
19:00	2	57	23	1	1	0	0	0	0	0	0	0	0	84
19:15	0	65	15	0	1	0	0	1	0	0	0	0	0	82
19:30	0	54	15	0	2	0	0	1	0	0	0	0	0	72
19:45	1	64	20	0	3	0	0	0	0	0	0	0	0	88
	3	240	73	1	7	0	0	2	0	0	0	0	0	326
20:00	0	53	16	0	3	0	0	1	0	0	0	0	0	73
20:15	1	54	11	0	0	0	0	0	0	0	0	0	0	66
20:30	1	55	10	0	4	0	0	1	0	0	0	0	0	71
20:45	0	36	10	0	3	0	0	0	0	0	0	0	0	49
	2	198	47	0	10	0	0	2	0	0	0	0	0	259
21:00	0	30	5	0	2	0	0	0	0	0	0	0	0	37
21:15	0	35	11	0	0	0	0	0	0	0	0	0	0	46
21:30	2	25	5	0	3	0	0	1	0	0	0	0	0	36
21:45	0	8	6	0	1	0	0	0	0	0	0	0	0	15
	2	98	27	0	6	0	0	1	0	0	0	0	0	134
22:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
22:15	0	23	2	0	0	0	0	0	0	0	0	0	0	25
22:30	0	10	3	0	1	0	0	0	0	0	0	0	0	14
22:45	0	14	3	0	2	0	0	0	0	0	0	0	0	19
	0	71	12	0	3	0	0	0	0	0	0	0	0	86
23:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	25	5	0	1	0	0	0	0	0	0	0	0	31
Total	18	3068	832	38	171	8	0	18	1	0	0	0	0	4154
Percent	0.4%	73.9%	20.0%	0.9%	4.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	7	1	0	1	0	0	1	0	0	0	0	0	10
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	16	1	0	0	1	0	0	0	0	0	0	0	18
05:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
05:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
05:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
05:45	0	11	8	0	1	0	0	1	0	0	0	0	0	21
	0	42	19	0	2	0	0	1	0	0	0	0	0	64
06:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
06:15	0	34	12	0	1	0	0	0	0	0	0	0	0	47
06:30	1	55	11	1	3	1	0	0	0	0	0	0	0	72
06:45	0	43	18	3	4	0	0	1	0	0	0	0	0	69
	1	154	50	4	8	1	0	1	0	0	0	0	0	219
07:00	0	76	14	4	6	2	0	0	0	0	0	0	0	102
07:15	0	99	28	7	12	2	0	0	0	0	0	0	0	148
07:30	3	93	28	4	7	0	0	2	0	0	0	0	0	137
07:45	0	105	28	0	4	0	0	0	0	0	0	0	0	137
	3	373	98	15	29	4	0	2	0	0	0	0	0	524
08:00	1	71	27	1	6	0	0	0	0	0	0	0	0	106
08:15	0	67	20	4	5	0	0	2	0	0	0	0	0	98
08:30	0	87	13	5	7	0	0	0	0	0	0	0	0	112
08:45	4	91	29	1	4	0	0	0	0	0	0	0	0	129
	5	316	89	11	22	0	0	2	0	0	0	0	0	445
09:00	0	57	18	0	2	0	0	0	0	0	0	0	0	77
09:15	0	69	16	1	4	0	0	1	0	0	0	0	0	91
09:30	0	49	18	2	4	0	0	1	0	0	0	0	0	74
09:45	1	56	26	1	7	2	0	1	0	0	0	0	0	94
	1	231	78	4	17	2	0	3	0	0	0	0	0	336
10:00	0	58	14	1	2	0	0	0	0	0	0	0	0	75
10:15	0	54	25	2	4	0	0	0	0	0	0	0	0	85
10:30	0	59	16	1	4	0	0	0	0	0	0	0	0	80
10:45	0	54	20	1	9	0	0	3	0	0	0	0	0	87
	0	225	75	5	19	0	0	3	0	0	0	0	0	327
11:00	3	51	17	1	4	0	0	3	0	0	0	0	0	79
11:15	1	58	19	0	1	0	0	0	0	0	0	0	0	79
11:30	0	66	25	0	3	1	0	0	0	0	0	0	0	95
11:45	1	68	18	0	1	0	0	1	0	0	0	0	0	89
	5	243	79	1	9	1	0	4	0	0	0	0	0	342
Total	15	1629	493	40	107	9	0	17	0	0	0	0	0	2310
Percent	0.6%	70.5%	21.3%	1.7%	4.6%	0.4%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	58	23	0	5	2	0	0	0	0	0	0	0	88
12:15	0	86	12	0	3	1	0	1	0	0	0	0	0	103
12:30	0	71	19	1	3	0	0	0	0	0	0	0	0	94
12:45	1	57	15	1	4	0	0	1	0	0	0	0	0	79
	1	272	69	2	15	3	0	2	0	0	0	0	0	364
13:00	0	76	22	0	4	1	0	1	0	0	0	0	0	104
13:15	0	73	22	0	4	1	0	0	0	0	0	0	0	100
13:30	2	72	20	1	2	2	0	1	0	0	0	0	0	100
13:45	0	70	24	0	5	0	0	1	0	0	0	0	0	100
	2	291	88	1	15	4	0	3	0	0	0	0	0	404
14:00	0	74	17	0	6	0	0	1	0	0	0	0	0	98
14:15	0	88	20	9	2	1	0	1	0	0	0	0	0	121
14:30	0	93	27	2	3	2	0	2	0	0	0	0	0	129
14:45	0	96	16	7	10	0	0	1	0	0	0	0	0	130
	0	351	80	18	21	3	0	5	0	0	0	0	0	478
15:00	0	77	23	0	3	1	0	0	0	0	0	0	0	104
15:15	0	62	27	0	6	0	0	0	0	0	0	0	0	95
15:30	0	79	27	0	6	1	0	0	0	0	0	0	0	113
15:45	0	89	17	1	6	1	0	1	0	0	0	0	0	115
	0	307	94	1	21	3	0	1	0	0	0	0	0	427
16:00	0	102	23	1	2	1	0	3	0	0	0	0	0	132
16:15	0	105	15	7	5	0	0	0	0	0	0	0	0	132
16:30	0	94	19	2	4	0	0	1	0	0	0	0	0	120
16:45	0	113	31	1	4	0	0	0	0	0	0	0	0	149
	0	414	88	11	15	1	0	4	0	0	0	0	0	533
17:00	0	95	23	0	8	0	0	0	0	0	0	0	0	126
17:15	0	102	17	1	1	0	0	0	0	0	0	0	0	121
17:30	0	92	17	0	9	0	0	1	0	0	0	0	0	119
17:45	0	87	21	0	2	0	0	0	0	0	0	0	0	110
	0	376	78	1	20	0	0	1	0	0	0	0	0	476
18:00	0	71	21	1	3	1	0	0	0	0	0	0	0	97
18:15	0	70	13	0	5	0	0	1	0	0	0	0	0	89
18:30	0	65	21	1	5	0	0	1	0	0	0	0	0	93
18:45	0	51	11	0	3	0	0	0	0	0	0	0	0	65
	0	257	66	2	16	1	0	2	0	0	0	0	0	344
19:00	0	44	17	0	4	1	0	0	0	0	0	0	0	66
19:15	0	38	16	0	2	0	0	0	0	0	0	0	0	56
19:30	0	50	9	0	1	0	0	0	0	0	0	0	0	60
19:45	0	38	7	0	2	0	0	0	0	0	0	0	0	47
	0	170	49	0	9	1	0	0	0	0	0	0	0	229
20:00	0	44	10	0	4	0	0	1	0	0	0	0	0	59
20:15	0	44	8	0	1	0	0	0	0	0	0	0	0	53
20:30	0	39	16	0	0	0	0	0	0	0	0	0	0	55
20:45	0	30	12	0	1	0	0	0	0	0	0	0	0	43
	0	157	46	0	6	0	0	1	0	0	0	0	0	210
21:00	0	50	5	0	1	0	0	0	0	0	0	0	0	56
21:15	0	32	11	0	3	0	0	0	0	0	0	0	0	46
21:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
21:45	0	24	3	0	1	0	0	0	0	0	0	0	0	28
	0	130	24	0	5	0	0	0	0	0	0	0	0	159
22:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
22:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
22:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22
22:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	69	16	0	1	0	0	0	0	0	0	0	0	86
23:00	0	8	5	0	2	0	0	0	0	0	0	0	0	15
23:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
23:30	0	9	0	0	0	0	0	1	0	0	0	0	0	10
23:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	0	35	10	0	3	0	0	1	0	0	0	0	0	49
Total	3	2829	708	36	147	16	0	20	0	0	0	0	0	3759
Percent	0.1%	75.3%	18.8%	1.0%	3.9%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	44	9198	2503	145	527	48	0	73	4	0	0	0	0	12542
Percent	0.4%	73.3%	20.0%	1.2%	4.2%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	3	0	0	0	0	0	0	0	0	0	0	14
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	2	0	1	0	0	0	0	0	0	0	0	14
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	5	3	0	0	1	0	0	0	0	0	0	0	9
04:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	16	3	0	0	1	0	0	0	0	0	0	0	20
05:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
05:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
05:30	1	14	3	0	0	0	0	0	0	0	0	0	0	18
05:45	0	20	6	0	0	0	0	0	0	0	0	0	0	26
	1	46	19	0	0	0	0	0	0	0	0	0	0	66
06:00	0	31	8	0	1	1	0	1	0	0	0	0	0	42
06:15	0	36	6	0	0	0	0	1	0	0	0	0	0	43
06:30	0	74	17	0	0	1	0	1	0	0	0	0	0	93
06:45	0	85	13	1	2	0	0	0	1	0	0	0	0	102
	0	226	44	1	3	2	0	3	1	0	0	0	0	280
07:00	3	117	23	2	7	0	0	0	0	0	0	0	0	152
07:15	0	103	26	1	4	0	0	0	0	0	0	0	0	134
07:30	0	87	18	0	8	0	0	2	0	0	0	0	0	115
07:45	0	74	23	5	3	0	0	1	0	0	0	0	0	106
	3	381	90	8	22	0	0	3	0	0	0	0	0	507
08:00	1	74	20	7	7	1	0	0	0	0	0	0	0	110
08:15	0	100	27	6	6	1	0	1	0	0	0	0	0	141
08:30	0	79	21	2	5	0	0	0	0	0	0	0	0	107
08:45	0	69	29	0	4	0	0	0	0	0	0	0	0	102
	1	322	97	15	22	2	0	1	0	0	0	0	0	460
09:00	0	49	13	0	6	0	0	1	0	0	0	0	0	69
09:15	0	45	12	1	2	0	0	1	0	0	0	0	0	61
09:30	0	69	16	0	2	0	0	2	0	0	0	0	0	89
09:45	0	51	16	0	4	0	0	0	0	0	0	0	0	71
	0	214	57	1	14	0	0	4	0	0	0	0	0	290
10:00	1	60	17	0	1	0	0	0	0	0	0	0	0	79
10:15	0	52	23	0	2	0	0	1	0	0	0	0	0	78
10:30	0	54	14	0	3	0	0	0	0	0	0	0	0	71
10:45	0	68	15	1	4	0	0	0	0	0	0	0	0	88
	1	234	69	1	10	0	0	1	0	0	0	0	0	316
11:00	0	57	16	0	2	0	0	0	0	0	0	0	0	75
11:15	0	62	28	0	10	0	0	2	1	0	0	0	0	103
11:30	0	67	15	1	1	1	0	0	0	0	0	0	0	85
11:45	0	67	21	0	4	0	0	0	0	0	0	0	0	92
	0	253	80	1	17	1	0	2	1	0	0	0	0	355
Total	6	1724	467	27	89	6	0	14	2	0	0	0	0	2335
Percent	0.3%	73.8%	20.0%	1.2%	3.8%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	81	17	2	1	1	0	2	0	0	0	0	0	104
12:15	0	68	18	0	3	0	0	0	0	0	0	0	0	89
12:30	0	58	23	0	1	0	0	0	0	0	0	0	0	82
12:45	0	60	20	0	4	0	0	1	0	0	0	0	0	85
	0	267	78	2	9	1	0	3	0	0	0	0	0	360
13:00	0	68	18	1	3	0	0	0	0	0	0	0	0	90
13:15	0	77	14	1	3	0	0	1	0	0	0	0	0	96
13:30	0	74	15	2	3	0	0	0	0	0	0	0	0	94
13:45	0	75	13	1	4	0	0	1	0	0	0	0	0	94
	0	294	60	5	13	0	0	2	0	0	0	0	0	374
14:00	0	88	16	1	5	0	0	2	0	0	0	0	0	112
14:15	0	69	18	0	2	1	0	1	0	0	0	0	0	91
14:30	0	80	23	1	7	0	0	1	1	0	0	0	0	113
14:45	1	59	21	1	5	1	0	0	0	0	0	0	0	88
	1	296	78	3	19	2	0	4	1	0	0	0	0	404
15:00	4	72	14	0	4	0	0	0	0	0	0	0	0	94
15:15	5	77	23	1	6	0	0	2	0	0	0	0	0	114
15:30	1	94	26	0	4	1	0	0	0	0	0	0	0	126
15:45	0	86	23	12	6	0	0	2	0	0	0	0	0	129
	10	329	86	13	20	1	0	4	0	0	0	0	0	463
16:00	0	105	28	4	4	0	0	0	0	0	0	0	0	141
16:15	0	93	21	1	1	0	0	1	0	0	0	0	0	117
16:30	0	100	28	2	3	0	0	0	0	0	0	0	0	133
16:45	0	107	21	0	2	1	0	1	0	0	0	0	0	132
	0	405	98	7	10	1	0	2	0	0	0	0	0	523
17:00	0	100	18	0	1	0	0	0	0	0	0	0	0	119
17:15	0	123	29	1	2	0	0	0	0	0	0	0	0	155
17:30	0	114	19	0	2	0	0	0	0	0	0	0	0	135
17:45	0	106	33	0	0	1	0	0	0	0	0	0	0	140
	0	443	99	1	5	1	0	0	0	0	0	0	0	549
18:00	0	106	18	0	7	0	0	0	0	0	0	0	0	131
18:15	1	78	16	0	2	0	0	0	0	0	0	0	0	97
18:30	0	68	13	0	1	0	0	0	0	0	0	0	0	82
18:45	1	70	14	0	3	0	0	0	0	0	0	0	0	88
	2	322	61	0	13	0	0	0	0	0	0	0	0	398
19:00	2	71	15	0	1	0	0	1	0	0	0	0	0	90
19:15	1	50	9	0	4	0	0	2	0	0	0	0	0	66
19:30	1	44	14	0	1	0	0	0	0	0	0	0	0	60
19:45	1	50	11	0	0	0	0	1	0	0	0	0	0	63
	5	215	49	0	6	0	0	4	0	0	0	0	0	279
20:00	2	62	14	0	5	0	0	0	0	0	0	0	0	83
20:15	1	41	12	0	0	0	0	0	0	0	0	0	0	54
20:30	0	44	3	0	3	0	0	1	0	0	0	0	0	51
20:45	0	37	11	0	2	0	0	0	0	0	0	0	0	50
	3	184	40	0	10	0	0	1	0	0	0	0	0	238
21:00	0	40	4	0	0	0	0	0	0	0	0	0	0	44
21:15	0	33	5	0	0	0	0	0	0	0	0	0	0	38
21:30	0	30	2	0	0	0	0	0	0	0	0	0	0	32
21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	0	115	13	0	0	0	0	0	0	0	0	0	0	128
22:00	0	18	6	0	1	0	0	0	0	0	0	0	0	25
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	45	7	0	1	0	0	0	0	0	0	0	0	53
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	28	1	0	0	0	0	0	0	0	0	0	0	29
Total	21	2943	670	31	106	6	0	20	1	0	0	0	0	3798
Percent	0.6%	77.5%	17.6%	0.8%	2.8%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	1	0	1	0	0	0	0	0	0	0	0	0	0	2
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	1	9	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:45	0	4	3	0	1	0	0	0	0	0	0	0	0	8
	0	17	6	0	1	0	0	0	0	0	0	0	0	24
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
05:45	1	18	7	0	0	0	0	1	0	0	0	0	0	27
	1	35	13	0	1	0	0	1	0	0	0	0	0	51
06:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
06:15	1	42	5	0	2	0	0	0	0	0	0	0	0	50
06:30	0	74	17	0	2	0	0	0	0	0	0	0	0	93
06:45	0	90	15	1	2	1	0	0	0	0	0	0	0	109
	1	237	42	1	6	1	0	0	0	0	0	0	0	288
07:00	0	103	20	4	4	0	0	0	0	0	0	0	0	131
07:15	1	99	29	1	3	0	0	0	0	0	0	0	0	133
07:30	1	99	21	1	6	0	0	0	0	0	0	0	0	128
07:45	0	81	22	5	1	0	0	0	0	0	0	0	0	109
	2	382	92	11	14	0	0	0	0	0	0	0	0	501
08:00	0	91	24	5	3	0	0	2	0	0	0	0	0	125
08:15	1	104	18	5	8	0	0	0	0	0	0	0	0	136
08:30	0	82	21	3	5	0	0	0	0	0	0	0	0	111
08:45	0	76	18	0	5	0	0	2	0	0	0	0	0	101
	1	353	81	13	21	0	0	4	0	0	0	0	0	473
09:00	1	55	16	1	3	0	0	0	0	0	0	0	0	76
09:15	0	60	22	0	2	0	0	0	1	0	0	0	0	85
09:30	0	61	25	0	1	0	0	0	0	0	0	0	0	87
09:45	1	54	11	0	5	1	0	2	0	0	0	0	0	74
	2	230	74	1	11	1	0	2	1	0	0	0	0	322
10:00	0	50	19	0	3	0	0	0	0	0	0	0	0	72
10:15	0	66	14	0	3	0	0	0	0	0	0	0	0	83
10:30	0	52	15	1	4	0	0	0	0	0	0	0	0	72
10:45	0	49	16	1	6	0	0	0	0	0	0	0	0	72
	0	217	64	2	16	0	0	0	0	0	0	0	0	299
11:00	0	68	13	0	4	0	0	2	0	0	0	0	0	87
11:15	1	54	21	0	9	1	0	1	0	0	0	0	0	87
11:30	2	63	15	0	3	0	0	1	0	0	0	0	0	84
11:45	0	55	22	0	5	0	0	1	0	0	0	0	0	83
	3	240	71	0	21	1	0	5	0	0	0	0	0	341
Total	11	1740	448	28	91	3	0	12	1	0	0	0	0	2334
Percent	0.5%	74.6%	19.2%	1.2%	3.9%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	70	19	0	1	0	0	1	0	0	0	0	0	92
12:15	1	73	14	0	0	0	0	0	0	0	0	0	0	88
12:30	0	51	20	0	2	0	0	0	0	0	0	0	0	73
12:45	0	58	19	0	0	1	0	0	0	0	0	0	0	78
	2	252	72	0	3	1	0	1	0	0	0	0	0	331
13:00	2	67	11	1	2	0	0	1	0	0	0	0	0	84
13:15	2	73	12	1	1	0	0	0	0	0	0	0	0	89
13:30	0	86	15	0	0	0	0	1	0	0	0	0	0	102
13:45	0	83	16	1	4	0	0	0	0	0	0	0	0	104
	4	309	54	3	7	0	0	2	0	0	0	0	0	379
14:00	0	51	12	2	3	0	0	0	0	0	0	0	0	68
14:15	0	81	13	0	5	0	0	0	0	0	0	0	0	99
14:30	0	87	18	1	4	0	0	1	0	0	0	0	0	111
14:45	0	82	17	0	2	0	0	0	0	0	0	0	0	101
	0	301	60	3	14	0	0	1	0	0	0	0	0	379
15:00	0	97	18	2	9	0	0	2	0	0	0	0	0	128
15:15	0	71	24	0	4	0	0	0	0	0	0	0	0	99
15:30	1	76	15	3	5	0	0	0	0	0	0	0	0	100
15:45	0	92	26	5	3	0	0	0	0	0	0	0	0	126
	1	336	83	10	21	0	0	2	0	0	0	0	0	453
16:00	0	108	19	7	7	0	0	1	0	0	0	0	0	142
16:15	0	79	15	1	2	0	0	0	0	0	0	0	0	97
16:30	0	99	19	0	2	0	0	1	0	0	0	0	0	121
16:45	0	94	16	2	1	0	0	0	0	0	0	0	0	113
	0	380	69	10	12	0	0	2	0	0	0	0	0	473
17:00	1	103	26	0	2	0	0	2	0	0	0	0	0	134
17:15	0	123	22	0	1	0	0	0	0	0	0	0	0	146
17:30	0	100	30	0	5	1	0	1	0	0	0	0	0	137
17:45	0	87	27	0	1	0	0	0	0	0	0	0	0	115
	1	413	105	0	9	1	0	3	0	0	0	0	0	532
18:00	0	79	8	0	1	1	0	0	0	0	0	0	0	89
18:15	0	69	13	0	3	1	0	1	0	0	0	0	0	87
18:30	0	64	23	0	2	0	0	0	0	0	0	0	0	89
18:45	0	52	13	0	1	0	0	0	0	0	0	0	0	66
	0	264	57	0	7	2	0	1	0	0	0	0	0	331
19:00	0	83	14	0	1	0	0	1	0	0	0	0	0	99
19:15	0	51	14	0	2	0	0	0	0	0	0	0	0	67
19:30	0	38	12	0	1	0	0	1	0	0	0	0	0	52
19:45	0	35	11	0	0	0	0	1	0	0	0	0	0	47
	0	207	51	0	4	0	0	3	0	0	0	0	0	265
20:00	0	46	7	0	0	0	0	0	0	0	0	0	0	53
20:15	0	42	6	0	1	0	0	0	0	0	0	0	0	49
20:30	0	33	5	0	0	0	0	0	0	0	0	0	0	38
20:45	0	28	6	0	2	0	0	1	0	0	0	0	0	37
	0	149	24	0	3	0	0	1	0	0	0	0	0	177
21:00	0	26	5	0	0	0	0	0	0	0	0	0	0	31
21:15	0	24	4	0	0	0	0	0	0	0	0	0	0	28
21:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30
21:45	0	15	9	0	0	0	0	0	0	0	0	0	0	24
	0	93	20	0	0	0	0	0	0	0	0	0	0	113
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	0	37	7	0	1	0	0	0	0	0	0	0	0	45
23:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
23:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	27	8	0	0	0	0	0	0	0	0	0	0	35
Total	8	2768	610	26	81	4	0	16	0	0	0	0	0	3513
Percent	0.2%	78.8%	17.4%	0.7%	2.3%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	46	9175	2195	112	367	19	0	62	4	0	0	0	0	11980
Percent	0.4%	76.6%	18.3%	0.9%	3.1%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/11/20	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
00:15	0	0	0	0	0	1	2	3	1	1	0	0	0	0	8
00:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	3	5	4	1	1	0	0	0	0	14
01:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
02:00	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5
02:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	4	6	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
04:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
04:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	0	2	1	1	0	0	0	0	5
04:45	0	0	0	0	0	1	1	0	2	1	0	1	0	0	6
	0	0	0	0	0	4	3	4	3	2	0	1	0	0	17
05:00	0	0	0	0	1	3	5	1	0	1	0	0	0	0	11
05:15	0	0	0	0	1	1	5	1	1	0	0	0	0	0	9
05:30	0	0	0	0	0	2	4	15	2	0	0	0	0	0	23
05:45	0	0	0	0	0	4	4	11	2	0	0	0	0	0	21
	0	0	0	0	2	10	18	28	5	1	0	0	0	0	64
06:00	0	0	0	0	0	5	8	5	2	1	0	0	0	0	21
06:15	0	0	0	0	1	5	20	12	1	0	0	0	0	0	39
06:30	2	0	0	0	7	21	17	16	3	0	0	0	0	0	66
06:45	0	0	0	0	14	25	14	6	0	1	0	0	0	0	60
	2	0	0	0	22	56	59	39	6	2	0	0	0	0	186
07:00	11	1	0	39	59	17	1	1	0	0	0	0	0	0	129
07:15	3	0	0	7	64	42	9	2	1	0	0	0	0	0	128
07:30	6	0	0	1	45	74	33	5	0	0	0	0	0	0	164
07:45	0	0	0	5	11	41	52	17	0	0	0	0	0	0	126
	20	1	0	52	179	174	95	25	1	0	0	0	0	0	547
08:00	7	0	0	0	5	31	38	23	2	0	0	0	0	0	106
08:15	1	0	0	5	47	39	8	6	0	0	0	0	0	0	106
08:30	4	0	2	36	56	35	8	1	0	0	0	0	0	0	142
08:45	3	0	0	7	34	47	16	2	2	0	0	0	0	0	111
	15	0	2	48	142	152	70	32	4	0	0	0	0	0	465
09:00	3	0	0	1	13	27	20	10	3	0	0	0	0	0	77
09:15	0	0	0	0	2	27	22	15	1	0	0	0	0	0	67
09:30	1	0	0	1	4	24	36	13	2	0	0	0	0	0	81
09:45	2	0	0	0	1	21	31	20	2	0	0	0	0	0	77
	6	0	0	2	20	99	109	58	8	0	0	0	0	0	302
10:00	4	0	0	0	0	15	34	19	0	0	0	0	0	0	72
10:15	2	0	0	0	0	24	42	17	0	0	0	0	0	0	85
10:30	0	0	0	0	11	14	52	19	1	0	0	0	0	0	97
10:45	1	0	0	2	2	6	37	17	0	1	0	0	0	0	66
	7	0	0	2	13	59	165	72	1	1	0	0	0	0	320
11:00	2	0	0	0	5	18	31	31	2	0	0	0	0	0	89
11:15	1	0	0	0	2	16	42	23	2	0	0	0	0	0	86
11:30	6	0	0	0	1	24	52	20	2	0	0	0	0	0	105
11:45	6	0	0	0	4	16	47	28	0	1	0	0	0	0	102
	15	0	0	0	12	74	172	102	6	1	0	0	0	0	382
Total	65	1	2	104	392	637	706	367	36	8	0	1	0	0	2319

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	0	0	1	18	41	24	4	1	0	0	0	0	90
12:15	4	0	0	0	1	18	36	17	4	2	0	0	0	0	82
12:30	0	0	0	1	1	20	47	24	2	0	0	0	0	0	95
12:45	2	0	0	0	11	27	36	24	1	0	0	0	0	0	101
	7	0	0	1	14	83	160	89	11	3	0	0	0	0	368
13:00	1	0	0	0	3	14	39	26	4	0	0	0	0	0	87
13:15	2	0	0	0	1	10	48	24	2	0	0	0	0	0	87
13:30	3	0	0	0	9	27	48	21	3	1	0	0	0	0	112
13:45	2	0	0	1	11	37	29	17	0	0	0	0	0	0	97
	8	0	0	1	24	88	164	88	9	1	0	0	0	0	383
14:00	1	0	0	2	18	37	19	3	1	0	0	0	0	0	81
14:15	7	0	5	7	43	43	26	3	0	0	0	0	0	0	134
14:30	2	0	0	3	27	41	43	14	1	0	0	0	0	0	131
14:45	5	0	0	0	19	60	32	15	0	0	0	0	0	0	131
	15	0	5	12	107	181	120	35	2	0	0	0	0	0	477
15:00	3	0	0	0	8	27	45	14	3	1	0	0	0	0	101
15:15	5	0	0	0	3	33	64	21	1	0	0	0	0	0	127
15:30	1	0	0	3	2	36	45	15	1	1	0	0	0	0	104
15:45	5	0	0	2	25	55	30	1	0	0	0	0	0	0	118
	14	0	0	5	38	151	184	51	5	2	0	0	0	0	450
16:00	6	0	0	0	26	68	35	5	3	0	1	0	0	0	144
16:15	3	0	0	5	37	62	55	12	1	0	0	0	0	0	175
16:30	5	0	0	1	12	58	60	16	0	0	0	0	0	0	152
16:45	7	0	0	0	1	40	77	36	2	0	0	0	0	0	163
	21	0	0	6	76	228	227	69	6	0	1	0	0	0	634
17:00	3	0	0	0	5	34	62	38	8	0	0	0	0	1	151
17:15	4	0	0	0	6	37	51	28	4	1	0	0	0	0	131
17:30	1	0	0	0	1	26	96	16	2	0	0	0	0	0	142
17:45	7	0	0	0	3	33	72	20	8	0	0	0	0	0	143
	15	0	0	0	15	130	281	102	22	1	0	0	0	1	567
18:00	3	0	0	1	1	17	70	30	1	0	0	0	0	0	123
18:15	2	0	0	0	2	17	64	24	5	0	0	0	0	0	114
18:30	0	0	0	1	6	17	51	25	3	0	0	0	0	0	103
18:45	0	0	0	2	8	23	49	14	3	0	0	0	0	0	99
	5	0	0	4	17	74	234	93	12	0	0	0	0	0	439
19:00	4	0	0	1	1	12	39	24	3	0	0	0	0	0	84
19:15	0	0	0	0	3	20	44	9	4	2	0	0	0	0	82
19:30	1	0	0	0	1	18	34	14	3	1	0	0	0	0	72
19:45	1	0	0	0	1	22	45	13	5	0	1	0	0	0	88
	6	0	0	1	6	72	162	60	15	3	1	0	0	0	326
20:00	1	0	0	1	2	16	35	17	1	0	0	0	0	0	73
20:15	1	0	0	0	2	22	34	6	1	0	0	0	0	0	66
20:30	0	0	0	0	1	19	40	10	1	0	0	0	0	0	71
20:45	2	0	0	0	1	19	18	9	0	0	0	0	0	0	49
	4	0	0	1	6	76	127	42	3	0	0	0	0	0	259
21:00	0	0	0	0	1	8	17	11	0	0	0	0	0	0	37
21:15	0	0	0	0	0	18	19	9	0	0	0	0	0	0	46
21:30	0	0	0	0	0	5	27	4	0	0	0	0	0	0	36
21:45	0	0	0	0	0	4	7	3	0	1	0	0	0	0	15
	0	0	0	0	1	35	70	27	0	1	0	0	0	0	134
22:00	0	0	0	0	0	6	9	11	2	0	0	0	0	0	28
22:15	0	0	0	0	5	5	12	3	0	0	0	0	0	0	25
22:30	0	0	0	0	1	1	7	5	0	0	0	0	0	0	14
22:45	0	0	0	0	0	4	6	8	1	0	0	0	0	0	19
	0	0	0	0	6	16	34	27	3	0	0	0	0	0	86
23:00	0	0	0	0	1	1	4	5	0	0	0	0	0	0	11
23:15	0	0	0	0	2	2	2	3	1	0	0	0	0	0	10
23:30	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
23:45	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6
	0	0	0	0	3	4	10	12	2	0	0	0	0	0	31
Total	95	0	5	31	313	1138	1773	695	90	11	2	0	0	1	4154

All Traffic Data Services

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Site Code: 2
 Station ID: 2
 BELLS FERRY ROAD NORTH OF
 FREEDOM MIDDLE SCHOOL

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/12/20	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
00:15	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
00:30	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	4	4	3	2	0	0	0	0	0	13
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
03:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	2	6	2	0	0	0	0	0	0	10
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:15	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
04:30	0	0	0	0	0	1	3	2	1	1	0	0	0	0	8
04:45	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
	0	0	0	0	2	4	4	5	1	2	0	0	0	0	18
05:00	0	0	0	0	1	1	3	1	0	0	0	0	0	1	7
05:15	0	0	0	0	1	2	5	4	2	2	0	0	0	0	16
05:30	0	0	0	0	0	3	4	7	6	0	0	0	0	0	20
05:45	0	0	0	0	1	2	8	7	3	0	0	0	0	0	21
	0	0	0	0	3	8	20	19	11	2	0	0	0	1	64
06:00	0	0	0	0	1	6	14	9	1	0	0	0	0	0	31
06:15	0	0	0	0	1	10	22	11	3	0	0	0	0	0	47
06:30	1	0	1	0	4	21	23	19	3	0	0	0	0	0	72
06:45	1	0	0	0	10	23	29	6	0	0	0	0	0	0	69
	2	0	1	0	16	60	88	45	7	0	0	0	0	0	219
07:00	2	0	0	11	38	41	6	3	1	0	0	0	0	0	102
07:15	7	0	0	5	69	52	13	2	0	0	0	0	0	0	148
07:30	4	0	0	16	41	43	27	5	1	0	0	0	0	0	137
07:45	4	0	0	5	16	57	45	10	0	0	0	0	0	0	137
	17	0	0	37	164	193	91	20	2	0	0	0	0	0	524
08:00	2	0	0	0	4	30	55	11	3	1	0	0	0	0	106
08:15	7	0	0	1	13	44	29	3	1	0	0	0	0	0	98
08:30	5	0	0	1	20	59	25	2	0	0	0	0	0	0	112
08:45	2	0	0	8	21	51	33	12	2	0	0	0	0	0	129
	16	0	0	10	58	184	142	28	6	1	0	0	0	0	445
09:00	0	0	0	0	6	26	28	15	2	0	0	0	0	0	77
09:15	0	0	0	1	3	19	36	25	7	0	0	0	0	0	91
09:30	1	0	0	0	5	16	28	20	4	0	0	0	0	0	74
09:45	0	0	0	1	0	17	37	31	6	2	0	0	0	0	94
	1	0	0	2	14	78	129	91	19	2	0	0	0	0	336
10:00	2	0	0	1	1	3	38	26	4	0	0	0	0	0	75
10:15	1	0	0	0	2	13	43	22	4	0	0	0	0	0	85
10:30	4	0	0	0	0	10	37	24	5	0	0	0	0	0	80
10:45	1	0	0	0	2	13	24	36	7	2	2	0	0	0	87
	8	0	0	1	5	39	142	108	20	2	2	0	0	0	327
11:00	1	0	0	0	0	8	33	33	4	0	0	0	0	0	79
11:15	2	0	0	0	2	11	40	21	3	0	0	0	0	0	79
11:30	0	0	0	0	1	26	41	23	4	0	0	0	0	0	95
11:45	0	0	0	0	8	26	31	22	2	0	0	0	0	0	89
	3	0	0	0	11	71	145	99	13	0	0	0	0	0	342
Total	47	0	1	50	274	646	778	421	81	9	2	0	0	1	2310

All Traffic Data Services

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Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	0	1	2	21	38	22	4	0	0	0	0	0	88
12:15	5	0	0	0	5	32	49	12	0	0	0	0	0	0	103
12:30	0	0	0	1	9	22	42	18	2	0	0	0	0	0	94
12:45	3	0	0	0	0	27	34	11	4	0	0	0	0	0	79
	8	0	0	2	16	102	163	63	10	0	0	0	0	0	364
13:00	0	0	0	0	1	24	61	17	1	0	0	0	0	0	104
13:15	1	0	0	0	8	39	42	8	2	0	0	0	0	0	100
13:30	4	0	1	2	6	33	47	6	1	0	0	0	0	0	100
13:45	0	0	0	0	8	39	39	12	1	1	0	0	0	0	100
	5	0	1	2	23	135	189	43	5	1	0	0	0	0	404
14:00	4	0	0	3	13	41	33	4	0	0	0	0	0	0	98
14:15	5	0	1	9	39	42	21	4	0	0	0	0	0	0	121
14:30	5	0	0	9	40	46	28	1	0	0	0	0	0	0	129
14:45	4	0	0	14	50	49	9	4	0	0	0	0	0	0	130
	18	0	1	35	142	178	91	13	0	0	0	0	0	0	478
15:00	5	0	0	2	29	38	25	5	0	0	0	0	0	0	104
15:15	4	0	0	2	18	43	23	5	0	0	0	0	0	0	95
15:30	2	0	0	1	14	58	34	4	0	0	0	0	0	0	113
15:45	4	0	0	4	45	46	15	1	0	0	0	0	0	0	115
	15	0	0	9	106	185	97	15	0	0	0	0	0	0	427
16:00	8	0	0	9	52	51	12	0	0	0	0	0	0	0	132
16:15	3	0	0	7	42	46	28	6	0	0	0	0	0	0	132
16:30	6	0	0	3	15	57	27	12	0	0	0	0	0	0	120
16:45	3	0	0	0	24	56	60	6	0	0	0	0	0	0	149
	20	0	0	19	133	210	127	24	0	0	0	0	0	0	533
17:00	3	0	0	1	6	44	61	10	1	0	0	0	0	0	126
17:15	5	0	0	0	5	55	52	4	0	0	0	0	0	0	121
17:30	6	0	0	0	1	45	47	17	2	0	1	0	0	0	119
17:45	1	0	0	0	19	39	40	9	2	0	0	0	0	0	110
	15	0	0	1	31	183	200	40	5	0	1	0	0	0	476
18:00	1	0	0	0	3	26	47	20	0	0	0	0	0	0	97
18:15	1	0	0	0	0	29	44	13	2	0	0	0	0	0	89
18:30	0	0	0	0	0	21	54	16	2	0	0	0	0	0	93
18:45	0	0	0	0	0	16	36	10	3	0	0	0	0	0	65
	2	0	0	0	3	92	181	59	7	0	0	0	0	0	344
19:00	1	0	0	0	0	18	32	15	0	0	0	0	0	0	66
19:15	1	0	0	0	9	10	24	9	2	1	0	0	0	0	56
19:30	0	0	0	0	1	12	33	11	3	0	0	0	0	0	60
19:45	0	0	0	0	1	10	16	16	4	0	0	0	0	0	47
	2	0	0	0	11	50	105	51	9	1	0	0	0	0	229
20:00	1	0	0	0	0	15	22	18	3	0	0	0	0	0	59
20:15	0	0	0	0	2	11	30	10	0	0	0	0	0	0	53
20:30	0	0	0	0	3	10	34	7	1	0	0	0	0	0	55
20:45	1	0	0	0	1	13	23	5	0	0	0	0	0	0	43
	2	0	0	0	6	49	109	40	4	0	0	0	0	0	210
21:00	0	0	0	0	1	16	30	9	0	0	0	0	0	0	56
21:15	0	0	0	0	1	14	19	9	3	0	0	0	0	0	46
21:30	0	0	0	0	0	7	19	3	0	0	0	0	0	0	29
21:45	0	0	0	0	2	9	11	5	0	1	0	0	0	0	28
	0	0	0	0	4	46	79	26	3	1	0	0	0	0	159
22:00	0	0	0	0	2	9	13	6	1	0	0	0	0	0	31
22:15	0	0	0	0	5	3	9	3	2	0	0	0	0	0	22
22:30	0	0	0	0	0	7	10	3	2	0	0	0	0	0	22
22:45	0	0	0	0	0	3	6	2	0	0	0	0	0	0	11
	0	0	0	0	7	22	38	14	5	0	0	0	0	0	86
23:00	0	0	0	0	0	3	6	6	0	0	0	0	0	0	15
23:15	0	0	0	0	0	3	5	2	1	0	0	0	0	0	11
23:30	0	0	0	0	1	2	4	3	0	0	0	0	0	0	10
23:45	0	0	0	0	1	3	7	2	0	0	0	0	0	0	13
	0	0	0	0	2	11	22	13	1	0	0	0	0	0	49
Total	87	0	2	68	484	1263	1401	401	49	3	1	0	0	0	3759
Grand Total	294	1	10	253	1463	3684	4658	1884	256	31	5	1	0	2	12542

15th Percentile : 34 MPH
50th Percentile : 40 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats Mean Speed(Average) : 40 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 8342
Percent in Pace : 66.5%

Number of Vehicles > 55 MPH :	39
Percent of Vehicles > 55 MPH :	0.3%

All Traffic Data Services

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Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/11/20	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
00:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
	0	0	0	0	1	7	6	0	0	0	0	0	0	0	14
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	5	3	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
03:30	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
03:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	0	0	0	0	1	6	4	3	0	0	0	0	0	0	14
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9
04:45	0	0	0	0	2	2	0	3	1	0	0	0	0	0	8
	0	0	0	0	3	5	7	4	1	0	0	0	0	0	20
05:00	0	0	0	0	0	4	0	1	1	0	0	0	0	0	6
05:15	0	0	0	0	1	3	11	0	1	0	0	0	0	0	16
05:30	0	0	0	0	0	4	11	2	1	0	0	0	0	0	18
05:45	0	0	0	0	0	9	12	5	0	0	0	0	0	0	26
	0	0	0	0	1	20	34	8	3	0	0	0	0	0	66
06:00	0	0	0	0	0	7	23	10	2	0	0	0	0	0	42
06:15	0	0	0	0	4	7	21	9	1	1	0	0	0	0	43
06:30	3	0	0	0	3	36	35	14	2	0	0	0	0	0	93
06:45	1	0	0	4	27	38	30	2	0	0	0	0	0	0	102
	4	0	0	4	34	88	109	35	5	1	0	0	0	0	280
07:00	13	0	5	35	64	26	8	1	0	0	0	0	0	0	152
07:15	13	0	0	16	52	35	17	1	0	0	0	0	0	0	134
07:30	12	0	0	2	30	40	24	7	0	0	0	0	0	0	115
07:45	8	0	0	2	11	37	34	12	2	0	0	0	0	0	106
	46	0	5	55	157	138	83	21	2	0	0	0	0	0	507
08:00	4	0	1	4	8	37	37	19	0	0	0	0	0	0	110
08:15	7	0	7	15	58	40	12	2	0	0	0	0	0	0	141
08:30	11	0	2	23	32	29	8	2	0	0	0	0	0	0	107
08:45	5	0	2	9	31	23	27	4	1	0	0	0	0	0	102
	27	0	12	51	129	129	84	27	1	0	0	0	0	0	460
09:00	2	0	0	5	5	29	17	9	2	0	0	0	0	0	69
09:15	3	0	0	0	0	12	31	14	0	1	0	0	0	0	61
09:30	1	0	0	0	0	18	44	24	2	0	0	0	0	0	89
09:45	3	0	0	0	1	9	35	20	3	0	0	0	0	0	71
	9	0	0	5	6	68	127	67	7	1	0	0	0	0	290
10:00	4	0	0	0	1	26	26	18	3	1	0	0	0	0	79
10:15	5	0	0	1	1	1	35	25	9	1	0	0	0	0	78
10:30	1	0	0	1	5	15	26	20	3	0	0	0	0	0	71
10:45	3	0	0	1	3	21	41	18	1	0	0	0	0	0	88
	13	0	0	3	10	63	128	81	16	2	0	0	0	0	316
11:00	1	0	0	0	1	16	36	17	4	0	0	0	0	0	75
11:15	7	0	0	2	10	16	34	26	8	0	0	0	0	0	103
11:30	3	0	0	0	4	15	38	23	1	1	0	0	0	0	85
11:45	5	0	0	0	2	20	38	23	4	0	0	0	0	0	92
	16	0	0	2	17	67	146	89	17	1	0	0	0	0	355
Total	115	0	17	120	359	598	733	336	52	5	0	0	0	0	2335

All Traffic Data Services

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Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	3	0	0	0	3	15	55	26	2	0	0	0	0	0	104
12:15	5	0	1	0	1	12	35	33	2	0	0	0	0	0	89
12:30	1	0	0	1	3	9	49	17	2	0	0	0	0	0	82
12:45	2	0	0	1	1	17	46	16	2	0	0	0	0	0	85
	11	0	1	2	8	53	185	92	8	0	0	0	0	0	360
13:00	3	0	0	1	0	16	48	21	1	0	0	0	0	0	90
13:15	6	0	0	0	3	18	55	13	1	0	0	0	0	0	96
13:30	3	0	0	0	1	19	54	15	2	0	0	0	0	0	94
13:45	6	0	0	1	4	27	35	20	1	0	0	0	0	0	94
	18	0	0	2	8	80	192	69	5	0	0	0	0	0	374
14:00	5	0	0	2	21	39	36	7	2	0	0	0	0	0	112
14:15	6	0	0	4	28	27	23	2	0	1	0	0	0	0	91
14:30	10	0	0	8	20	23	31	16	5	0	0	0	0	0	113
14:45	5	0	0	6	14	21	29	13	0	0	0	0	0	0	88
	26	0	0	20	83	110	119	38	7	1	0	0	0	0	404
15:00	6	0	1	1	4	24	36	19	3	0	0	0	0	0	94
15:15	7	0	0	0	7	20	63	15	2	0	0	0	0	0	114
15:30	13	0	1	10	21	39	27	14	1	0	0	0	0	0	126
15:45	6	2	2	15	51	44	7	2	0	0	0	0	0	0	129
	32	2	4	26	83	127	133	50	6	0	0	0	0	0	463
16:00	11	6	8	14	43	43	12	4	0	0	0	0	0	0	141
16:15	8	3	3	11	29	33	20	6	3	1	0	0	0	0	117
16:30	6	0	0	3	16	49	47	12	0	0	0	0	0	0	133
16:45	11	0	0	1	3	16	60	35	5	1	0	0	0	0	132
	36	9	11	29	91	141	139	57	8	2	0	0	0	0	523
17:00	8	0	0	0	0	6	61	39	5	0	0	0	0	0	119
17:15	9	0	0	0	3	34	74	27	8	0	0	0	0	0	155
17:30	5	0	0	0	1	19	63	43	4	0	0	0	0	0	135
17:45	4	0	0	0	1	11	71	48	4	1	0	0	0	0	140
	26	0	0	0	5	70	269	157	21	1	0	0	0	0	549
18:00	2	0	0	1	3	21	50	49	5	0	0	0	0	0	131
18:15	1	0	0	0	0	10	56	29	1	0	0	0	0	0	97
18:30	6	0	0	1	2	18	32	21	1	1	0	0	0	0	82
18:45	3	0	0	0	1	11	43	23	7	0	0	0	0	0	88
	12	0	0	2	6	60	181	122	14	1	0	0	0	0	398
19:00	3	0	0	1	0	13	44	26	3	0	0	0	0	0	90
19:15	3	0	0	0	2	9	31	17	3	1	0	0	0	0	66
19:30	5	0	0	0	0	6	22	24	2	1	0	0	0	0	60
19:45	3	0	0	1	1	12	29	15	1	1	0	0	0	0	63
	14	0	0	2	3	40	126	82	9	3	0	0	0	0	279
20:00	1	0	0	0	0	13	36	31	2	0	0	0	0	0	83
20:15	3	0	0	0	3	6	30	11	1	0	0	0	0	0	54
20:30	2	0	0	0	3	19	20	6	1	0	0	0	0	0	51
20:45	1	0	0	1	4	16	21	7	0	0	0	0	0	0	50
	7	0	0	1	10	54	107	55	4	0	0	0	0	0	238
21:00	0	0	2	2	1	12	20	6	1	0	0	0	0	0	44
21:15	0	0	0	0	1	11	17	5	4	0	0	0	0	0	38
21:30	0	0	0	0	0	6	18	7	1	0	0	0	0	0	32
21:45	0	0	0	0	2	5	3	3	1	0	0	0	0	0	14
	0	0	2	2	4	34	58	21	7	0	0	0	0	0	128
22:00	0	0	0	0	1	4	13	6	1	0	0	0	0	0	25
22:15	0	0	0	0	0	4	5	0	0	0	0	0	0	0	9
22:30	0	0	0	0	0	1	5	1	0	0	0	0	0	0	7
22:45	0	0	0	0	2	3	2	3	2	0	0	0	0	0	12
	0	0	0	0	3	12	25	10	3	0	0	0	0	0	53
23:00	0	0	0	0	0	5	4	2	0	0	0	0	0	0	11
23:15	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	1	3	2	2	0	0	0	0	0	8
23:45	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
	0	0	0	0	0	8	15	4	2	0	0	0	0	0	29
Total	182	11	18	86	304	789	1549	757	94	8	0	0	0	0	3798

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/12/20	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	1	2	0	0	1	0	0	0	0	0	0	4
	0	0	0	1	2	1	3	4	0	0	0	0	0	0	11
01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	0	0	0	0	1	5	5	0	0	0	0	0	0	0	11
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	1	4	0	2	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6
04:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	1	4	0	1	0	0	0	0	0	6
04:30	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
04:45	0	0	0	0	1	2	3	1	1	0	0	0	0	0	8
	0	0	0	0	2	6	13	1	2	0	0	0	0	0	24
05:00	0	0	0	0	1	0	1	0	3	0	0	0	0	0	5
05:15	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
05:30	0	0	0	0	0	1	4	6	2	0	0	0	0	0	13
05:45	0	0	0	0	2	6	10	7	2	0	0	0	0	0	27
	0	0	0	0	3	8	17	16	7	0	0	0	0	0	51
06:00	0	0	0	0	2	8	17	9	0	0	0	0	0	0	36
06:15	0	0	0	1	3	11	26	8	0	1	0	0	0	0	50
06:30	4	0	0	0	8	20	40	19	2	0	0	0	0	0	93
06:45	0	0	1	8	25	56	13	6	0	0	0	0	0	0	109
	4	0	1	9	38	95	96	42	2	1	0	0	0	0	288
07:00	5	0	2	18	51	34	20	1	0	0	0	0	0	0	131
07:15	12	0	1	24	40	39	15	2	0	0	0	0	0	0	133
07:30	11	0	0	12	34	36	30	5	0	0	0	0	0	0	128
07:45	9	0	0	1	24	37	28	10	0	0	0	0	0	0	109
	37	0	3	55	149	146	93	18	0	0	0	0	0	0	501
08:00	10	0	1	5	20	33	46	10	0	0	0	0	0	0	125
08:15	8	0	0	7	36	45	34	6	0	0	0	0	0	0	136
08:30	7	0	2	6	25	49	18	4	0	0	0	0	0	0	111
08:45	5	0	0	4	16	28	41	6	1	0	0	0	0	0	101
	30	0	3	22	97	155	139	26	1	0	0	0	0	0	473
09:00	3	0	0	0	11	16	36	8	2	0	0	0	0	0	76
09:15	5	0	0	0	0	18	41	18	3	0	0	0	0	0	85
09:30	2	0	0	0	2	21	31	27	2	2	0	0	0	0	87
09:45	2	0	0	0	2	7	30	25	8	0	0	0	0	0	74
	12	0	0	0	15	62	138	78	15	2	0	0	0	0	322
10:00	4	0	1	0	2	19	24	15	7	0	0	0	0	0	72
10:15	4	0	0	1	3	21	40	13	1	0	0	0	0	0	83
10:30	3	0	0	0	5	9	31	21	3	0	0	0	0	0	72
10:45	1	0	0	0	3	10	28	17	9	3	1	0	0	0	72
	12	0	1	1	13	59	123	66	20	3	1	0	0	0	299
11:00	4	0	0	0	0	6	42	26	7	2	0	0	0	0	87
11:15	3	0	0	0	1	12	36	28	6	1	0	0	0	0	87
11:30	0	0	0	0	4	15	49	13	2	1	0	0	0	0	84
11:45	1	0	0	1	1	19	44	15	2	0	0	0	0	0	83
	8	0	0	1	6	52	171	82	17	4	0	0	0	0	341
Total	103	0	8	89	326	591	807	333	66	10	1	0	0	0	2334

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2
Station ID: 2
BELLS FERRY ROAD NORTH OF
FREEDOM MIDDLE SCHOOL

Table with columns: Start Time, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 999, Total. Rows represent time intervals from 12 PM to 23:45, plus a Grand Total row.

15th Percentile : 32 MPH
50th Percentile : 40 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Stats Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 7248
Percent in Pace : 60.5%

Number of Vehicles > 55 MPH :	27
Percent of Vehicles > 55 MPH :	0.2%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	1	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	1	2	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:30	0	4	1	0	2	0	0	0	0	0	0	0	0	7
05:45	1	13	2	0	0	0	0	0	0	0	0	0	0	16
	1	21	6	0	2	0	0	0	0	0	0	0	0	30
06:00	0	7	1	0	0	1	0	1	0	0	0	0	0	10
06:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
06:30	0	16	6	0	1	0	0	0	0	0	0	0	0	23
06:45	0	20	5	1	1	0	0	0	1	0	0	0	0	28
	0	54	14	1	2	1	0	1	1	0	0	0	0	74
07:00	1	16	10	0	4	1	0	0	0	0	0	0	0	32
07:15	0	22	7	0	1	0	0	0	0	0	0	0	0	30
07:30	0	19	10	1	3	0	0	1	0	0	0	0	0	34
07:45	0	33	6	1	0	1	0	1	0	0	0	0	0	42
	1	90	33	2	8	2	0	2	0	0	0	0	0	138
08:00	0	30	12	3	4	0	0	1	0	0	0	0	0	50
08:15	0	40	12	1	7	0	0	1	0	0	0	0	0	61
08:30	0	36	9	0	0	0	0	0	0	0	0	0	0	45
08:45	0	23	7	0	3	0	0	0	0	0	0	0	0	33
	0	129	40	4	14	0	0	2	0	0	0	0	0	189
09:00	0	27	7	1	0	0	0	0	0	0	0	0	0	35
09:15	0	21	7	1	1	0	0	0	0	0	0	0	0	30
09:30	0	43	11	0	1	0	0	0	0	0	0	0	0	55
09:45	0	19	9	0	0	0	0	0	0	0	0	0	0	28
	0	110	34	2	2	0	0	0	0	0	0	0	0	148
10:00	1	24	9	0	0	0	0	0	0	0	0	0	0	34
10:15	0	27	12	0	0	0	0	0	0	0	0	0	0	39
10:30	0	24	4	0	2	0	0	1	0	0	0	0	0	31
10:45	0	32	10	0	2	0	0	0	0	0	0	0	0	44
	1	107	35	0	4	0	0	1	0	0	0	0	0	148
11:00	0	38	4	0	2	0	0	0	0	0	0	0	0	44
11:15	0	33	12	0	0	0	0	1	0	0	0	0	0	46
11:30	0	37	10	0	1	1	0	1	0	0	0	0	0	50
11:45	0	32	11	0	3	0	0	0	0	0	0	0	0	46
	0	140	37	0	6	1	0	2	0	0	0	0	0	186
Total	4	673	204	9	38	4	0	8	1	0	0	0	0	941
Percent	0.4%	71.5%	21.7%	1.0%	4.0%	0.4%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	34	10	1	1	0	0	1	0	0	0	0	0	47
12:15	1	35	8	0	1	0	0	1	0	0	0	0	0	46
12:30	2	30	12	0	2	0	0	1	0	0	0	0	0	47
12:45	0	38	8	0	3	1	0	1	0	0	0	0	0	51
	3	137	38	1	7	1	0	4	0	0	0	0	0	191
13:00	0	35	7	0	1	0	0	0	0	0	0	0	0	43
13:15	0	53	6	0	1	0	0	2	0	0	0	0	0	62
13:30	0	35	9	0	2	0	0	0	0	0	0	0	0	46
13:45	0	36	7	0	3	0	0	0	0	0	0	0	0	46
	0	159	29	0	7	0	0	2	0	0	0	0	0	197
14:00	0	40	10	1	1	0	0	0	0	0	0	0	0	52
14:15	0	44	6	0	0	0	0	0	0	0	0	0	0	50
14:30	0	32	5	1	0	1	0	1	0	0	0	0	0	40
14:45	0	36	8	0	2	0	0	0	0	0	0	0	0	46
	0	152	29	2	3	1	0	1	0	0	0	0	0	188
15:00	0	39	5	0	0	0	0	0	0	0	0	0	0	44
15:15	2	48	17	0	0	0	0	1	0	0	0	0	0	68
15:30	0	44	11	0	2	0	0	0	0	0	0	0	0	57
15:45	0	56	13	3	4	1	0	0	0	0	0	0	0	77
	2	187	46	3	6	1	0	1	0	0	0	0	0	246
16:00	1	45	10	2	2	0	0	0	0	0	0	0	0	60
16:15	3	51	15	0	1	0	0	0	0	0	0	0	0	70
16:30	0	51	10	0	3	0	0	0	0	0	0	0	0	64
16:45	0	64	7	0	2	0	0	1	0	0	0	0	0	74
	4	211	42	2	8	0	0	1	0	0	0	0	0	268
17:00	0	54	13	0	2	0	0	0	0	0	0	0	0	69
17:15	0	57	11	0	1	0	0	1	0	0	0	0	0	70
17:30	0	43	12	0	3	0	0	0	0	0	0	0	0	58
17:45	0	58	8	0	0	0	0	1	0	0	0	0	0	67
	0	212	44	0	6	0	0	2	0	0	0	0	0	264
18:00	0	56	15	0	1	0	0	0	0	0	0	0	0	72
18:15	1	37	14	0	3	0	0	0	0	0	0	0	0	55
18:30	0	29	10	0	0	0	0	1	0	0	0	0	0	40
18:45	0	39	14	0	3	0	0	0	0	0	0	0	0	56
	1	161	53	0	7	0	0	1	0	0	0	0	0	223
19:00	0	32	8	0	0	0	0	0	0	0	0	0	0	40
19:15	0	38	11	0	2	0	0	0	0	0	0	0	0	51
19:30	0	28	9	0	1	0	0	0	0	0	0	0	0	38
19:45	1	19	7	0	2	0	0	0	0	0	0	0	0	29
	1	117	35	0	5	0	0	0	0	0	0	0	0	158
20:00	2	36	6	0	1	0	0	0	0	0	0	0	0	45
20:15	1	19	4	0	0	0	0	0	0	0	0	0	0	24
20:30	0	29	3	0	1	0	0	0	0	0	0	0	0	33
20:45	1	28	10	0	0	0	0	0	0	0	0	0	0	39
	4	112	23	0	2	0	0	0	0	0	0	0	0	141
21:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
21:15	0	24	4	0	0	0	0	0	0	0	0	0	0	28
21:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
21:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	69	11	0	1	0	0	0	0	0	0	0	0	81
22:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	0	23	7	0	1	0	0	0	0	0	0	0	0	31
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Total	15	1553	358	8	53	3	0	12	0	0	0	0	0	2002
Percent	0.7%	77.6%	17.9%	0.4%	2.6%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	6	2	0	1	0	0	0	0	0	0	0	0	9
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
05:45	1	10	2	0	1	0	0	1	0	0	0	0	0	15
	1	17	3	0	2	0	0	1	0	0	0	0	0	24
06:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
06:15	0	17	3	0	1	0	0	0	0	0	0	0	0	21
06:30	0	12	4	0	1	0	0	0	0	0	0	0	0	17
06:45	0	24	3	1	1	0	0	0	0	0	0	0	0	29
	0	62	12	1	4	0	0	0	0	0	0	0	0	79
07:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
07:15	0	26	6	0	2	0	0	0	0	0	0	0	0	34
07:30	0	31	8	0	3	0	0	0	0	0	0	0	0	42
07:45	0	28	8	5	2	0	0	0	0	0	0	0	0	43
	0	104	28	5	8	0	0	0	0	0	0	0	0	145
08:00	0	29	9	4	0	0	0	1	0	0	0	0	0	43
08:15	0	35	8	1	6	0	0	0	0	0	0	0	0	50
08:30	0	36	3	0	0	0	0	0	0	0	0	0	0	39
08:45	0	27	9	0	5	0	0	1	0	0	0	0	0	42
	0	127	29	5	11	0	0	2	0	0	0	0	0	174
09:00	0	27	9	1	1	0	0	0	0	0	0	0	0	38
09:15	0	21	9	0	3	0	0	0	0	0	0	0	0	33
09:30	0	30	7	0	2	0	0	0	1	0	0	0	0	40
09:45	0	24	6	0	4	1	0	2	0	0	0	0	0	37
	0	102	31	1	10	1	0	2	1	0	0	0	0	148
10:00	0	25	9	0	2	0	0	0	0	0	0	0	0	36
10:15	0	24	5	0	3	0	0	0	0	0	0	0	0	32
10:30	0	23	5	1	2	0	0	0	0	0	0	0	0	31
10:45	0	25	6	0	3	1	0	0	0	0	0	0	0	35
	0	97	25	1	10	1	0	0	0	0	0	0	0	134
11:00	0	34	4	0	1	0	0	0	0	0	0	0	0	39
11:15	0	33	7	0	2	0	0	0	0	0	0	0	0	42
11:30	0	29	5	0	3	1	0	0	0	0	0	0	0	38
11:45	0	34	9	0	1	0	0	0	0	0	0	0	0	44
	0	130	25	0	7	1	0	0	0	0	0	0	0	163
Total	1	661	157	13	53	3	0	5	1	0	0	0	0	894
Percent	0.1%	73.9%	17.6%	1.5%	5.9%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	26	10	0	3	1	0	0	0	0	0	0	0	40
12:15	0	37	10	0	2	0	0	0	0	0	0	0	0	49
12:30	0	30	9	0	2	0	0	0	0	0	0	0	0	41
12:45	0	32	7	0	0	0	0	1	0	0	0	0	0	40
	0	125	36	0	7	1	0	1	0	0	0	0	0	170
13:00	0	41	11	0	1	1	0	0	0	0	0	0	0	54
13:15	1	33	12	0	0	0	0	0	0	0	0	0	0	46
13:30	0	38	7	0	0	0	0	0	0	0	0	0	0	45
13:45	0	47	9	0	1	0	0	0	0	0	0	0	0	57
	1	159	39	0	2	1	0	0	0	0	0	0	0	202
14:00	0	32	10	0	1	0	0	0	0	0	0	0	0	43
14:15	1	43	6	0	1	0	0	0	0	0	0	0	0	51
14:30	0	46	9	1	2	1	0	0	0	0	0	0	0	59
14:45	0	34	6	1	1	0	0	0	0	0	0	0	0	42
	1	155	31	2	5	1	0	0	0	0	0	0	0	195
15:00	0	43	10	0	1	0	0	0	0	0	0	0	0	54
15:15	0	43	10	0	1	0	0	0	0	0	0	0	0	54
15:30	0	40	8	0	2	0	0	0	0	0	0	0	0	50
15:45	1	59	10	3	3	0	0	0	0	0	0	0	0	76
	1	185	38	3	7	0	0	0	0	0	0	0	0	234
16:00	0	62	16	3	8	0	0	1	0	0	0	0	0	90
16:15	0	45	9	1	3	0	0	1	0	0	0	0	0	59
16:30	0	45	11	0	2	0	0	1	0	0	0	0	0	59
16:45	0	57	10	0	2	0	0	0	0	0	0	0	0	69
	0	209	46	4	15	0	0	3	0	0	0	0	0	277
17:00	0	54	17	0	2	0	0	1	0	0	0	0	0	74
17:15	0	67	11	0	1	0	0	0	0	0	0	0	0	79
17:30	0	52	16	0	1	0	0	0	0	0	0	0	0	69
17:45	0	36	9	0	2	0	0	1	0	0	0	0	0	48
	0	209	53	0	6	0	0	2	0	0	0	0	0	270
18:00	0	35	4	0	1	0	0	0	0	0	0	0	0	40
18:15	0	36	10	0	1	1	0	0	0	0	0	0	0	48
18:30	0	34	7	0	2	0	0	1	0	0	0	0	0	44
18:45	0	18	6	0	1	0	0	0	0	0	0	0	0	25
	0	123	27	0	5	1	0	1	0	0	0	0	0	157
19:00	0	35	6	0	2	0	0	0	0	0	0	0	0	43
19:15	0	30	4	0	1	0	0	0	0	0	0	0	0	35
19:30	0	23	5	0	2	0	0	0	0	0	0	0	0	30
19:45	0	27	3	0	1	0	0	1	0	0	0	0	0	32
	0	115	18	0	6	0	0	1	0	0	0	0	0	140
20:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
20:15	0	22	5	0	0	0	0	0	0	0	0	0	0	27
20:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
20:45	0	19	5	0	0	0	0	0	0	0	0	0	0	24
	0	76	23	0	0	0	0	0	0	0	0	0	0	99
21:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
21:15	0	15	5	0	0	0	0	0	0	0	0	0	0	20
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	0	52	13	0	0	0	0	0	0	0	0	0	0	65
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	25	4	0	0	0	0	0	0	0	0	0	0	29
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	4	0	0	0	0	0	0	0	0	0	0	18
Total	3	1447	332	9	53	4	0	8	0	0	0	0	0	1856
Percent	0.2%	78.0%	17.9%	0.5%	2.9%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	23	4334	1051	39	197	14	0	33	2	0	0	0	0	5693
Percent	0.4%	76.1%	18.5%	0.7%	3.5%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/11/20	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	2	1	2	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	2	4	3	0	0	0	0	0	0	0	0	0	0	9
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
05:45	0	9	0	0	2	0	0	0	0	0	0	0	0	11
	0	32	6	0	2	0	0	0	0	0	0	0	0	40
06:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
06:15	0	11	7	0	0	0	0	1	0	0	0	0	0	19
06:30	0	41	12	0	0	0	0	0	0	0	0	0	0	53
06:45	1	23	7	0	2	1	0	0	0	0	0	0	0	34
	1	93	29	0	2	1	0	1	0	0	0	0	0	127
07:00	0	27	12	0	1	0	0	0	0	0	0	0	0	40
07:15	0	61	13	0	3	0	0	1	0	0	0	0	0	78
07:30	1	77	21	3	3	0	0	1	0	0	0	0	0	106
07:45	0	80	24	1	4	1	0	0	1	0	0	0	0	111
	1	245	70	4	11	1	0	2	1	0	0	0	0	335
08:00	0	71	28	0	2	1	0	1	0	0	0	0	0	103
08:15	0	40	10	0	1	0	0	0	0	0	0	0	0	51
08:30	1	54	9	0	3	0	0	0	0	0	0	0	0	67
08:45	1	56	13	0	1	1	0	1	0	0	0	0	0	73
	2	221	60	0	7	2	0	2	0	0	0	0	0	294
09:00	2	42	8	0	2	2	0	0	0	0	0	0	0	56
09:15	0	33	8	0	0	0	0	0	0	0	0	0	0	41
09:30	0	35	8	0	0	0	0	1	0	0	0	0	0	44
09:45	0	49	8	0	1	0	0	0	0	0	0	0	0	58
	2	159	32	0	3	2	0	1	0	0	0	0	0	199
10:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
10:15	0	54	10	0	1	0	0	0	0	0	0	0	0	65
10:30	0	50	6	0	0	0	0	0	0	0	0	0	0	56
10:45	0	49	11	0	0	0	0	0	0	0	0	0	0	60
	0	188	32	0	1	0	0	0	0	0	0	0	0	221
11:00	0	34	14	0	0	0	0	0	0	0	0	0	0	48
11:15	0	44	9	0	0	0	0	0	0	0	0	0	0	53
11:30	0	43	11	1	1	0	0	0	0	0	0	0	0	56
11:45	0	50	7	0	2	0	0	0	0	0	0	0	0	59
	0	171	41	1	3	0	0	0	0	0	0	0	0	216
Total	10	1132	274	5	29	6	0	6	1	0	0	0	0	1463
Percent	0.7%	77.4%	18.7%	0.3%	2.0%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	44	8	0	2	1	0	2	0	0	0	0	0	59
12:15	0	26	10	0	0	1	0	2	0	0	0	0	0	39
12:30	0	43	18	0	0	0	0	0	0	0	0	0	0	61
12:45	0	52	8	0	1	0	0	0	0	0	0	0	0	61
	2	165	44	0	3	2	0	4	0	0	0	0	0	220
13:00	1	44	8	0	3	0	0	0	0	0	0	1	0	57
13:15	0	49	4	0	1	1	0	0	0	0	0	0	0	55
13:30	0	48	8	0	0	0	0	0	0	0	0	0	0	56
13:45	0	48	8	0	1	0	0	0	1	0	0	0	0	58
	1	189	28	0	5	1	0	0	1	0	0	1	0	226
14:00	0	37	3	0	2	1	0	0	0	0	0	0	0	43
14:15	1	43	12	0	2	0	0	1	0	0	0	0	0	59
14:30	1	47	11	0	3	1	0	0	0	0	0	0	0	63
14:45	0	55	15	3	6	0	0	0	0	0	0	0	0	79
	2	182	41	3	13	2	0	1	0	0	0	0	0	244
15:00	1	59	7	2	1	0	0	0	0	0	0	0	0	70
15:15	1	58	8	0	2	0	0	0	0	0	0	0	0	69
15:30	0	52	7	0	1	0	0	0	0	0	0	0	0	60
15:45	0	39	9	1	4	0	0	0	0	0	0	0	0	53
	2	208	31	3	8	0	0	0	0	0	0	0	0	252
16:00	1	64	12	1	2	1	0	0	1	0	0	0	0	82
16:15	0	44	11	0	2	0	0	1	0	0	0	0	0	58
16:30	2	61	12	0	2	0	0	0	0	0	0	0	0	77
16:45	0	49	15	1	0	0	0	0	0	0	0	0	0	65
	3	218	50	2	6	1	0	1	1	0	0	0	0	282
17:00	0	60	15	0	2	0	0	0	0	0	0	0	0	77
17:15	0	68	17	0	1	0	0	0	0	0	0	0	0	86
17:30	0	64	15	0	2	0	0	0	0	0	0	0	0	81
17:45	0	69	11	0	0	0	0	1	0	0	0	0	0	80
	0	261	58	0	5	0	0	0	0	0	0	0	0	324
18:00	0	59	15	0	0	0	0	0	0	0	0	0	0	74
18:15	0	46	9	0	1	1	0	0	0	0	0	0	0	57
18:30	1	38	4	0	3	0	0	0	0	0	0	0	0	46
18:45	2	46	10	0	0	0	0	0	0	0	0	0	0	58
	3	189	38	0	4	1	0	0	0	0	0	0	0	235
19:00	2	35	7	0	0	0	0	0	0	0	0	0	0	44
19:15	0	27	9	0	1	0	0	0	0	0	0	0	0	37
19:30	0	41	11	0	0	0	0	0	0	0	0	0	0	52
19:45	0	25	10	0	2	0	0	0	0	0	0	0	0	37
	2	128	37	0	3	0	0	0	0	0	0	0	0	170
20:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
20:15	0	22	5	0	1	0	0	0	0	0	0	0	0	28
20:30	2	21	3	0	1	0	0	0	0	0	0	0	0	27
20:45	0	25	4	0	1	0	0	0	0	0	0	0	0	30
	2	99	22	0	3	0	0	0	0	0	0	0	0	126
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
21:15	0	16	5	0	0	0	0	0	0	0	0	0	0	21
21:30	1	13	3	0	0	0	0	0	0	0	0	0	0	17
21:45	1	11	1	0	1	0	0	0	0	0	0	0	0	14
	2	51	10	0	1	0	0	0	0	0	0	0	0	64
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	0	49	8	0	0	0	0	0	0	0	0	0	0	57
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	19	1748	368	8	51	7	0	6	2	0	0	1	0	2210
Percent	0.9%	79.1%	16.7%	0.4%	2.3%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/12/20	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
05:30	0	12	0	0	1	0	0	0	0	0	0	0	0	13
05:45	0	10	4	0	1	0	0	1	0	0	0	0	0	16
	0	32	9	0	3	0	0	1	0	0	0	0	0	45
06:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
06:15	0	23	5	0	0	0	0	0	0	0	0	0	0	28
06:30	2	30	10	0	1	0	0	0	0	0	0	0	0	43
06:45	1	34	10	0	2	0	0	0	0	0	0	0	0	47
	3	106	28	0	3	0	0	0	0	0	0	0	0	140
07:00	0	34	18	0	1	0	0	0	0	0	0	0	0	53
07:15	0	58	15	0	4	1	0	0	0	0	0	0	0	78
07:30	0	78	16	2	1	1	0	0	0	0	0	0	0	98
07:45	1	69	17	3	3	0	0	0	0	0	0	0	0	93
	1	239	66	5	9	2	0	0	0	0	0	0	0	322
08:00	0	68	24	0	1	0	0	0	0	0	0	0	0	93
08:15	0	53	8	0	1	0	0	0	0	0	0	0	0	62
08:30	0	37	11	0	3	0	0	0	0	0	0	0	0	51
08:45	0	64	9	1	2	1	0	0	0	0	0	0	0	77
	0	222	52	1	7	1	0	0	0	0	0	0	0	283
09:00	0	34	9	0	2	0	0	0	0	0	0	0	0	45
09:15	0	38	7	0	2	0	0	0	0	0	0	0	0	47
09:30	1	39	7	0	0	0	0	0	0	0	0	0	0	47
09:45	1	38	8	0	2	0	0	1	0	0	0	0	0	50
	2	149	31	0	6	0	0	1	0	0	0	0	0	189
10:00	0	39	4	2	1	0	0	0	0	0	0	0	0	46
10:15	1	36	6	0	0	0	0	0	0	0	0	0	0	43
10:30	0	40	11	0	1	0	0	0	0	0	0	0	0	52
10:45	0	34	9	0	1	0	0	0	0	0	0	0	0	44
	1	149	30	2	3	0	0	0	0	0	0	0	0	185
11:00	0	43	10	1	3	0	0	0	0	0	0	0	0	57
11:15	0	41	5	0	1	0	0	0	0	0	0	0	0	47
11:30	0	39	9	0	2	0	0	0	0	0	0	0	0	50
11:45	1	44	6	0	0	0	0	0	0	0	0	0	0	51
	1	167	30	1	6	0	0	0	0	0	0	0	0	205
Total	8	1090	247	9	37	3	0	2	0	0	0	0	0	1396
Percent	0.6%	78.1%	17.7%	0.6%	2.7%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD NORTH OF BUTTERWORTH RD

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	52	6	0	1	1	0	0	0	0	0	0	0	60
12:15	0	43	7	0	1	0	0	0	0	0	0	0	0	51
12:30	0	50	6	0	0	0	0	0	0	0	0	0	0	56
12:45	0	40	5	1	3	0	0	0	0	0	0	0	0	49
	0	185	24	1	5	1	0	0	0	0	0	0	0	216
13:00	1	56	13	1	2	0	0	0	0	0	0	0	0	73
13:15	0	43	8	0	0	0	0	0	0	0	0	0	0	51
13:30	0	46	18	1	0	1	0	0	0	0	0	0	0	66
13:45	0	49	11	0	1	0	0	0	0	0	0	0	0	61
	1	194	50	2	3	1	0	0	0	0	0	0	0	251
14:00	0	46	11	0	1	1	0	0	0	0	0	0	0	59
14:15	0	43	11	0	2	1	0	0	0	0	0	0	0	57
14:30	0	59	6	0	1	1	0	0	0	0	0	0	0	67
14:45	0	44	11	4	7	0	0	2	0	0	0	0	0	68
	0	192	39	4	11	3	0	2	0	0	0	0	0	251
15:00	0	52	8	2	2	0	0	2	0	0	0	0	0	66
15:15	0	40	14	0	0	1	0	0	0	0	0	0	0	55
15:30	0	39	13	0	2	0	0	1	0	0	0	0	0	55
15:45	0	54	9	0	5	0	0	0	0	0	0	0	0	68
	0	185	44	2	9	1	0	3	0	0	0	0	0	244
16:00	0	48	9	0	2	0	0	0	0	0	0	0	0	59
16:15	0	55	9	0	1	0	0	1	0	0	0	0	0	66
16:30	0	53	8	0	1	0	0	0	0	0	0	0	0	62
16:45	0	65	9	1	2	0	0	0	0	0	0	0	0	77
	0	221	35	1	6	0	0	1	0	0	0	0	0	264
17:00	0	47	5	0	0	0	0	0	0	0	0	0	0	52
17:15	0	62	14	0	1	0	0	1	0	0	0	0	0	78
17:30	1	42	8	0	1	1	0	0	0	0	0	0	0	53
17:45	0	49	5	0	1	0	0	0	0	0	0	0	0	55
	1	200	32	0	3	1	0	1	0	0	0	0	0	238
18:00	1	46	10	0	3	0	0	0	0	0	0	0	0	60
18:15	0	28	9	0	1	1	0	1	0	0	0	0	0	40
18:30	0	38	7	0	1	0	0	0	0	0	0	0	0	46
18:45	0	37	6	0	0	0	0	0	0	0	0	0	0	43
	1	149	32	0	5	1	0	1	0	0	0	0	0	189
19:00	0	25	8	0	2	0	0	0	0	0	0	0	0	35
19:15	0	31	4	0	1	0	0	0	0	0	0	0	0	36
19:30	0	34	7	0	0	0	0	0	0	0	0	0	0	41
19:45	0	23	2	0	0	0	0	0	0	0	0	0	0	25
	0	113	21	0	3	0	0	0	0	0	0	0	0	137
20:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
20:15	0	20	6	0	0	0	0	1	0	0	0	0	0	27
20:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
20:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	0	72	13	0	0	0	0	1	0	0	0	0	0	86
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:15	1	11	3	0	0	0	0	0	0	0	0	0	0	15
21:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
21:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	1	50	8	0	0	0	0	0	0	0	0	0	0	59
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
22:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	0	41	10	0	0	0	0	0	0	0	0	0	0	51
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	13	4	0	0	0	0	0	0	0	0	0	0	17
Total	4	1615	312	10	45	8	0	9	0	0	0	0	0	2003
Percent	0.2%	80.6%	15.6%	0.5%	2.2%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	41	5585	1201	32	162	24	0	23	3	0	0	1	0	7072
Percent	0.6%	79.0%	17.0%	0.5%	2.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/11/20	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
01:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	2	1	2	2	0	0	0	0	0	0	7
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	3	0	0	1	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	2	0	1	0	0	0	0	0	0	5
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
05:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
05:15	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:30	0	0	0	0	0	4	3	0	0	0	0	0	0	0	7
05:45	0	0	1	1	2	5	2	3	1	1	0	0	0	0	16
	0	0	1	1	3	12	7	4	1	1	0	0	0	0	30
06:00	0	0	0	0	1	6	1	2	0	0	0	0	0	0	10
06:15	0	0	0	0	2	2	8	0	0	1	0	0	0	0	13
06:30	1	0	0	0	5	4	11	2	0	0	0	0	0	0	23
06:45	0	0	0	0	3	14	11	0	0	0	0	0	0	0	28
	1	0	0	0	11	26	31	4	0	1	0	0	0	0	74
07:00	1	0	0	0	3	13	10	5	0	0	0	0	0	0	32
07:15	0	0	0	0	4	12	13	1	0	0	0	0	0	0	30
07:30	1	0	0	0	9	12	9	3	0	0	0	0	0	0	34
07:45	4	0	0	0	8	18	11	1	0	0	0	0	0	0	42
	6	0	0	0	24	55	43	10	0	0	0	0	0	0	138
08:00	1	0	0	3	18	19	9	0	0	0	0	0	0	0	50
08:15	1	0	0	0	12	26	17	5	0	0	0	0	0	0	61
08:30	1	0	0	0	6	19	16	3	0	0	0	0	0	0	45
08:45	0	0	0	0	6	12	14	1	0	0	0	0	0	0	33
	3	0	0	3	42	76	56	9	0	0	0	0	0	0	189
09:00	1	0	0	2	2	15	14	1	0	0	0	0	0	0	35
09:15	0	1	0	1	5	13	7	3	0	0	0	0	0	0	30
09:30	3	0	0	1	5	26	18	2	0	0	0	0	0	0	55
09:45	3	0	0	1	5	13	5	1	0	0	0	0	0	0	28
	7	1	0	5	17	67	44	7	0	0	0	0	0	0	148
10:00	0	0	0	3	4	19	7	0	1	0	0	0	0	0	34
10:15	4	0	0	0	3	16	11	4	1	0	0	0	0	0	39
10:30	0	0	0	1	3	17	8	1	1	0	0	0	0	0	31
10:45	0	0	0	0	4	15	20	5	0	0	0	0	0	0	44
	4	0	0	4	14	67	46	10	3	0	0	0	0	0	148
11:00	0	0	0	1	9	17	13	4	0	0	0	0	0	0	44
11:15	3	0	0	0	12	15	16	0	0	0	0	0	0	0	46
11:30	1	0	0	0	6	26	15	2	0	0	0	0	0	0	50
11:45	2	0	0	0	2	14	25	3	0	0	0	0	0	0	46
	6	0	0	1	29	72	69	9	0	0	0	0	0	0	186
Total	29	1	1	14	144	385	302	58	5	2	0	0	0	0	941

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

NB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	0	0	7	13	24	2	0	0	0	0	0	0	47
12:15	0	0	0	1	3	22	13	6	1	0	0	0	0	0	46
12:30	4	0	0	2	12	14	13	2	0	0	0	0	0	0	47
12:45	2	0	0	0	9	24	15	1	0	0	0	0	0	0	51
	7	0	0	3	31	73	65	11	1	0	0	0	0	0	191
13:00	2	0	0	0	4	20	16	1	0	0	0	0	0	0	43
13:15	1	1	0	0	12	30	9	8	1	0	0	0	0	0	62
13:30	1	0	0	0	8	14	21	1	1	0	0	0	0	0	46
13:45	2	0	0	2	5	20	14	2	0	1	0	0	0	0	46
	6	1	0	2	29	84	60	12	2	1	0	0	0	0	197
14:00	2	0	0	0	5	23	16	6	0	0	0	0	0	0	52
14:15	1	0	0	1	4	28	13	3	0	0	0	0	0	0	50
14:30	1	0	0	0	13	21	3	2	0	0	0	0	0	0	40
14:45	1	0	0	0	7	21	13	4	0	0	0	0	0	0	46
	5	0	0	1	29	93	45	15	0	0	0	0	0	0	188
15:00	2	0	1	3	1	18	15	4	0	0	0	0	0	0	44
15:15	5	0	0	11	10	21	18	3	0	0	0	0	0	0	68
15:30	2	0	0	0	3	22	24	5	1	0	0	0	0	0	57
15:45	5	1	1	8	9	33	20	0	0	0	0	0	0	0	77
	14	1	2	22	23	94	77	12	1	0	0	0	0	0	246
16:00	4	0	0	3	19	16	15	3	0	0	0	0	0	0	60
16:15	2	0	0	0	10	26	24	7	1	0	0	0	0	0	70
16:30	2	0	0	0	3	36	21	2	0	0	0	0	0	0	64
16:45	4	0	0	0	4	29	31	6	0	0	0	0	0	0	74
	12	0	0	3	36	107	91	18	1	0	0	0	0	0	268
17:00	3	0	0	0	2	36	24	3	1	0	0	0	0	0	69
17:15	3	0	0	0	19	23	19	6	0	0	0	0	0	0	70
17:30	3	0	0	0	3	23	20	7	1	1	0	0	0	0	58
17:45	2	0	0	3	2	25	30	4	1	0	0	0	0	0	67
	11	0	0	3	26	107	93	20	3	1	0	0	0	0	264
18:00	1	0	0	0	1	32	34	4	0	0	0	0	0	0	72
18:15	1	0	0	0	4	27	14	7	1	1	0	0	0	0	55
18:30	0	0	0	0	11	9	16	4	0	0	0	0	0	0	40
18:45	1	0	0	1	3	24	24	2	1	0	0	0	0	0	56
	3	0	0	1	19	92	88	17	2	1	0	0	0	0	223
19:00	0	0	0	0	8	19	13	0	0	0	0	0	0	0	40
19:15	5	0	0	1	3	17	21	3	0	0	0	0	1	0	51
19:30	0	0	0	0	0	13	19	6	0	0	0	0	0	0	38
19:45	1	0	0	0	5	9	9	4	0	1	0	0	0	0	29
	6	0	0	1	16	58	62	13	0	1	0	0	1	0	158
20:00	2	0	0	0	0	22	16	4	1	0	0	0	0	0	45
20:15	0	0	0	0	1	10	8	3	1	1	0	0	0	0	24
20:30	0	0	0	1	8	13	9	2	0	0	0	0	0	0	33
20:45	0	0	0	0	7	11	18	3	0	0	0	0	0	0	39
	2	0	0	1	16	56	51	12	2	1	0	0	0	0	141
21:00	0	0	0	0	3	10	12	1	0	0	0	0	0	0	26
21:15	0	0	0	0	5	11	9	2	1	0	0	0	0	0	28
21:30	1	0	0	0	2	8	2	3	0	0	0	0	0	0	16
21:45	0	0	0	0	1	2	8	0	0	0	0	0	0	0	11
	1	0	0	0	11	31	31	6	1	0	0	0	0	0	81
22:00	0	0	0	0	0	4	4	2	2	0	0	0	0	0	12
22:15	0	0	0	0	0	7	2	0	0	0	0	0	0	0	9
22:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
	0	0	0	0	0	16	10	3	2	0	0	0	0	0	31
23:00	0	0	0	0	1	2	0	1	1	0	0	0	0	0	5
23:15	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	3	6	1	2	2	0	0	0	0	0	14
Total	67	2	2	37	239	817	674	141	17	5	0	0	1	0	2002

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

NB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/12/20	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
01:00	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
	0	0	1	0	1	2	3	2	0	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
	0	0	0	0	2	2	2	1	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
	0	0	0	1	0	1	3	1	0	0	0	0	0	0	6
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4
05:30	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
05:45	1	0	0	1	1	2	6	1	2	1	0	0	0	0	15
	3	0	0	1	3	3	8	3	2	1	0	0	0	0	24
06:00	0	0	0	0	5	3	1	1	2	0	0	0	0	0	12
06:15	3	0	0	0	2	11	4	1	0	0	0	0	0	0	21
06:30	0	0	0	1	1	12	2	1	0	0	0	0	0	0	17
06:45	0	0	0	0	3	16	9	1	0	0	0	0	0	0	29
	3	0	0	1	11	42	16	4	2	0	0	0	0	0	79
07:00	0	0	0	0	1	9	14	1	0	1	0	0	0	0	26
07:15	2	0	0	0	3	15	10	3	1	0	0	0	0	0	34
07:30	1	0	0	0	5	20	14	2	0	0	0	0	0	0	42
07:45	1	0	0	7	8	17	8	2	0	0	0	0	0	0	43
	4	0	0	7	17	61	46	8	1	1	0	0	0	0	145
08:00	0	0	0	0	12	15	14	2	0	0	0	0	0	0	43
08:15	0	0	0	0	6	27	12	4	1	0	0	0	0	0	50
08:30	1	0	0	0	6	20	11	1	0	0	0	0	0	0	39
08:45	4	0	0	0	5	16	11	4	2	0	0	0	0	0	42
	5	0	0	0	29	78	48	11	3	0	0	0	0	0	174
09:00	0	0	0	0	6	15	16	1	0	0	0	0	0	0	38
09:15	0	0	0	0	4	9	16	4	0	0	0	0	0	0	33
09:30	3	0	0	0	8	14	11	3	1	0	0	0	0	0	40
09:45	2	0	0	0	1	20	11	2	0	0	0	1	0	0	37
	5	0	0	0	19	58	54	10	1	0	0	1	0	0	148
10:00	2	0	0	1	6	13	9	4	1	0	0	0	0	0	36
10:15	1	0	0	0	7	11	11	1	1	0	0	0	0	0	32
10:30	3	0	0	0	4	14	7	3	0	0	0	0	0	0	31
10:45	1	0	0	0	6	5	21	1	1	0	0	0	0	0	35
	7	0	0	1	23	43	48	9	3	0	0	0	0	0	134
11:00	2	0	0	0	10	10	12	5	0	0	0	0	0	0	39
11:15	1	0	0	0	6	13	17	3	0	0	0	0	0	0	40
11:30	0	0	0	1	5	21	14	2	0	0	0	0	0	0	43
11:45	1	0	0	2	7	17	11	2	1	0	0	0	0	0	41
	4	0	0	3	28	61	54	12	1	0	0	0	0	0	163
Total	31	0	1	14	133	351	284	64	13	2	0	1	0	0	894

All Traffic Data Services

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Site Code: 3
Station ID: 3
BELLS FERRY RD EAST OF BUTTERWORTH RD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	0	1	4	24	9	1	0	0	0	0	0	0	40
12:15	1	0	0	1	1	19	20	5	2	0	0	0	0	0	49
12:30	1	0	0	0	5	16	13	6	0	0	0	0	0	0	41
12:45	0	0	0	0	10	13	16	1	0	0	0	0	0	0	40
	3	0	0	2	20	72	58	13	2	0	0	0	0	0	170
13:00	0	0	0	4	12	20	13	5	0	0	0	0	0	0	54
13:15	0	0	0	1	7	21	14	2	0	0	0	0	1	0	46
13:30	1	0	0	1	11	14	16	2	0	0	0	0	0	0	45
13:45	3	0	0	0	1	27	21	5	0	0	0	0	0	0	57
	4	0	0	6	31	82	64	14	0	0	0	0	1	0	202
14:00	2	0	0	0	13	14	14	0	0	0	0	0	0	0	43
14:15	1	0	0	1	14	13	18	4	0	0	0	0	0	0	51
14:30	2	0	0	3	15	23	15	1	0	0	0	0	0	0	59
14:45	0	0	0	1	7	22	8	4	0	0	0	0	0	0	42
	5	0	0	5	49	72	55	9	0	0	0	0	0	0	195
15:00	1	0	0	2	18	28	3	2	0	0	0	0	0	0	54
15:15	1	0	1	1	13	29	9	0	0	0	0	0	0	0	54
15:30	0	0	0	0	14	25	9	2	0	0	0	0	0	0	50
15:45	6	0	0	4	24	35	7	0	0	0	0	0	0	0	76
	8	0	1	7	69	117	28	4	0	0	0	0	0	0	234
16:00	8	0	0	7	30	30	14	1	0	0	0	0	0	0	90
16:15	3	1	0	0	7	32	14	1	1	0	0	0	0	0	59
16:30	0	0	0	0	11	32	10	6	0	0	0	0	0	0	59
16:45	0	0	0	0	12	38	18	1	0	0	0	0	0	0	69
	11	1	0	7	60	132	56	9	1	0	0	0	0	0	277
17:00	0	0	0	0	9	33	30	1	0	1	0	0	0	0	74
17:15	2	2	5	1	11	30	24	3	0	1	0	0	0	0	79
17:30	5	0	0	0	5	21	34	4	0	0	0	0	0	0	69
17:45	1	0	0	0	11	16	12	6	0	2	0	0	0	0	48
	8	2	5	1	36	100	100	14	0	4	0	0	0	0	270
18:00	1	0	0	0	2	23	10	3	1	0	0	0	0	0	40
18:15	0	0	0	1	0	16	27	3	1	0	0	0	0	0	48
18:30	0	0	0	2	7	11	17	6	1	0	0	0	0	0	44
18:45	0	0	0	0	3	7	10	5	0	0	0	0	0	0	25
	1	0	0	3	12	57	64	17	3	0	0	0	0	0	157
19:00	1	0	0	2	6	21	11	2	0	0	0	0	0	0	43
19:15	0	0	0	0	10	12	7	4	2	0	0	0	0	0	35
19:30	3	0	0	0	5	3	15	2	0	2	0	0	0	0	30
19:45	0	0	0	1	2	11	15	1	1	1	0	0	0	0	32
	4	0	0	3	23	47	48	9	3	3	0	0	0	0	140
20:00	0	0	0	0	3	10	12	3	0	0	0	0	0	0	28
20:15	0	0	1	0	1	11	10	4	0	0	0	0	0	0	27
20:30	0	0	0	0	3	11	5	0	1	0	0	0	0	0	20
20:45	0	0	0	1	2	12	9	0	0	0	0	0	0	0	24
	0	0	1	1	9	44	36	7	1	0	0	0	0	0	99
21:00	0	0	0	1	1	8	7	1	1	0	0	0	1	0	20
21:15	1	0	0	0	7	3	7	1	0	1	0	0	0	0	20
21:30	0	0	0	0	3	4	3	1	0	0	0	0	0	0	11
21:45	0	0	0	1	0	4	4	4	0	1	0	0	0	0	14
	1	0	0	2	11	19	21	7	1	2	0	0	1	0	65
22:00	0	0	0	0	3	5	2	2	0	0	0	0	0	0	12
22:15	0	0	0	0	1	3	1	2	1	0	0	0	0	0	8
22:30	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
22:45	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
	0	0	0	0	5	10	9	4	1	0	0	0	0	0	29
23:00	0	0	0	0	0	5	5	0	0	0	0	0	0	0	10
23:15	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
23:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
	0	0	0	0	1	5	9	1	2	0	0	0	0	0	18
Total	45	3	7	37	326	757	548	108	14	9	0	0	2	0	1856
Grand Total	172	6	11	102	842	2310	1808	371	49	18	0	1	3	0	5693

15th Percentile : 33 MPH
 50th Percentile : 38 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH

Stats Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4118
 Percent in Pace : 72.3%

Number of Vehicles > 55 MPH :	22
Percent of Vehicles > 55 MPH :	0.4%

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/11/20	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	2	0	0	0	0	2	1	0	0	0	0	0	0	0	5
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	3	3	1	0	0	0	0	0	0	0	9
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	3	0	0	1	0	0	0	0	0	4
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	1	0	0	2	1	1	1	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	3	2	1	0	0	0	0	0	0	8
05:00	0	0	0	0	1	4	3	0	1	0	0	0	0	0	9
05:15	0	0	0	0	1	3	2	1	0	0	0	0	0	0	7
05:30	0	0	0	0	4	5	4	0	0	0	0	0	0	0	13
05:45	0	0	0	0	4	6	1	0	0	0	0	0	0	0	11
	0	0	0	0	10	18	10	1	1	0	0	0	0	0	40
06:00	0	0	0	0	7	7	7	0	0	0	0	0	0	0	21
06:15	0	0	0	0	3	10	3	3	0	0	0	0	0	0	19
06:30	0	0	0	1	16	33	3	0	0	0	0	0	0	0	53
06:45	0	0	0	0	10	15	7	2	0	0	0	0	0	0	34
	0	0	0	1	36	65	20	5	0	0	0	0	0	0	127
07:00	1	0	0	1	10	19	7	2	0	0	0	0	0	0	40
07:15	0	0	0	0	46	30	2	0	0	0	0	0	0	0	78
07:30	1	0	0	14	47	39	5	0	0	0	0	0	0	0	106
07:45	2	0	0	22	37	49	1	0	0	0	0	0	0	0	111
	4	0	0	37	140	137	15	2	0	0	0	0	0	0	335
08:00	0	0	0	3	44	46	10	0	0	0	0	0	0	0	103
08:15	1	0	0	0	6	37	7	0	0	0	0	0	0	0	51
08:30	0	0	0	2	21	38	6	0	0	0	0	0	0	0	67
08:45	1	0	0	3	23	39	6	1	0	0	0	0	0	0	73
	2	0	0	8	94	160	29	1	0	0	0	0	0	0	294
09:00	1	0	0	0	20	29	5	1	0	0	0	0	0	0	56
09:15	1	0	0	0	15	21	4	0	0	0	0	0	0	0	41
09:30	2	0	0	2	13	24	2	1	0	0	0	0	0	0	44
09:45	3	0	0	0	28	24	3	0	0	0	0	0	0	0	58
	7	0	0	2	76	98	14	2	0	0	0	0	0	0	199
10:00	1	0	0	0	10	26	3	0	0	0	0	0	0	0	40
10:15	2	0	1	2	15	40	4	1	0	0	0	0	0	0	65
10:30	1	0	1	0	15	33	6	0	0	0	0	0	0	0	56
10:45	0	0	0	0	17	37	6	0	0	0	0	0	0	0	60
	4	0	2	2	57	136	19	1	0	0	0	0	0	0	221
11:00	1	0	0	4	18	20	5	0	0	0	0	0	0	0	48
11:15	1	0	0	0	23	22	6	1	0	0	0	0	0	0	53
11:30	1	0	0	6	11	30	7	1	0	0	0	0	0	0	56
11:45	0	0	0	0	9	37	12	1	0	0	0	0	0	0	59
	3	0	0	10	61	109	30	3	0	0	0	0	0	0	216
Total	25	0	2	62	480	735	141	16	2	0	0	0	0	0	1463

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	2	0	0	2	18	34	2	1	0	0	0	0	0	0	59
12:15	0	0	0	2	9	17	11	0	0	0	0	0	0	0	39
12:30	2	0	0	0	24	31	4	0	0	0	0	0	0	0	61
12:45	1	0	1	0	12	39	7	1	0	0	0	0	0	0	61
	5	0	1	4	63	121	24	2	0	0	0	0	0	0	220
13:00	2	0	0	0	13	37	2	3	0	0	0	0	0	0	57
13:15	1	0	0	5	7	31	11	0	0	0	0	0	0	0	55
13:30	0	0	0	0	19	29	8	0	0	0	0	0	0	0	56
13:45	1	0	5	5	12	29	4	1	1	0	0	0	0	0	58
	4	0	5	10	51	126	25	4	1	0	0	0	0	0	226
14:00	3	0	0	0	17	18	3	2	0	0	0	0	0	0	43
14:15	1	0	0	6	14	31	5	2	0	0	0	0	0	0	59
14:30	2	0	0	0	20	36	5	0	0	0	0	0	0	0	63
14:45	0	0	0	3	25	40	10	1	0	0	0	0	0	0	79
	6	0	0	9	76	125	23	5	0	0	0	0	0	0	244
15:00	1	0	0	3	22	32	12	0	0	0	0	0	0	0	70
15:15	2	0	0	1	20	35	9	2	0	0	0	0	0	0	69
15:30	1	0	0	0	19	34	6	0	0	0	0	0	0	0	60
15:45	4	0	0	3	15	20	9	2	0	0	0	0	0	0	53
	8	0	0	7	76	121	36	4	0	0	0	0	0	0	252
16:00	2	0	0	7	31	37	4	1	0	0	0	0	0	0	82
16:15	1	0	0	2	18	31	5	1	0	0	0	0	0	0	58
16:30	3	0	0	2	31	30	10	1	0	0	0	0	0	0	77
16:45	5	0	0	0	24	30	6	0	0	0	0	0	0	0	65
	11	0	0	11	104	128	25	3	0	0	0	0	0	0	282
17:00	3	0	0	7	28	30	9	0	0	0	0	0	0	0	77
17:15	2	0	0	0	33	46	4	1	0	0	0	0	0	0	86
17:30	2	0	0	0	17	45	16	1	0	0	0	0	0	0	81
17:45	2	0	0	2	20	51	5	0	0	0	0	0	0	0	80
	9	0	0	9	98	172	34	2	0	0	0	0	0	0	324
18:00	0	0	0	1	18	42	13	0	0	0	0	0	0	0	74
18:15	0	0	0	6	17	28	5	1	0	0	0	0	0	0	57
18:30	0	0	0	0	15	27	3	1	0	0	0	0	0	0	46
18:45	2	0	0	7	15	30	4	0	0	0	0	0	0	0	58
	2	0	0	14	65	127	25	2	0	0	0	0	0	0	235
19:00	2	0	0	0	7	31	3	1	0	0	0	0	0	0	44
19:15	0	0	0	0	7	21	8	0	1	0	0	0	0	0	37
19:30	0	0	0	1	7	32	11	1	0	0	0	0	0	0	52
19:45	1	0	0	0	4	22	10	0	0	0	0	0	0	0	37
	3	0	0	1	25	106	32	2	1	0	0	0	0	0	170
20:00	0	0	0	0	6	22	12	1	0	0	0	0	0	0	41
20:15	1	0	0	0	8	14	4	1	0	0	0	0	0	0	28
20:30	0	0	0	0	6	17	2	2	0	0	0	0	0	0	27
20:45	0	0	0	0	8	16	6	0	0	0	0	0	0	0	30
	1	0	0	0	28	69	24	4	0	0	0	0	0	0	126
21:00	0	0	0	0	2	9	1	0	0	0	0	0	0	0	12
21:15	0	0	0	3	3	15	0	0	0	0	0	0	0	0	21
21:30	1	0	0	0	4	8	4	0	0	0	0	0	0	0	17
21:45	0	0	0	0	1	11	1	0	1	0	0	0	0	0	14
	1	0	0	3	10	43	6	0	1	0	0	0	0	0	64
22:00	0	0	0	0	0	5	1	1	0	0	0	0	0	0	7
22:15	0	0	0	0	7	11	3	0	0	0	0	0	0	0	21
22:30	0	0	0	1	6	9	2	0	0	0	0	0	0	0	18
22:45	0	0	0	0	2	5	2	2	0	0	0	0	0	0	11
	0	0	0	1	15	30	8	3	0	0	0	0	0	0	57
23:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
23:15	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
23:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	4	4	0	1	0	0	0	0	0	10
Total	50	0	6	69	612	1172	266	31	4	0	0	0	0	0	2210

All Traffic Data Services

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Site Code: 3

Station ID: 3

BELLS FERRY RD EAST OF BUTTERWORTH RD

SB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
08/12/20	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
02:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	3	0	2	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
04:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	1	3	4	0	1	0	0	0	0	0	9
05:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	6	2	1	2	0	0	0	0	0	11
05:30	0	0	0	1	2	4	4	2	0	0	0	0	0	0	13
05:45	0	0	0	0	4	11	1	0	0	0	0	0	0	0	16
	0	0	0	2	7	22	9	3	2	0	0	0	0	0	45
06:00	0	0	0	0	6	11	5	0	0	0	0	0	0	0	22
06:15	0	0	0	0	1	20	7	0	0	0	0	0	0	0	28
06:30	2	0	0	3	3	33	2	0	0	0	0	0	0	0	43
06:45	0	0	0	9	4	31	2	0	0	0	1	0	0	0	47
	2	0	0	12	14	95	16	0	0	0	1	0	0	0	140
07:00	2	0	0	0	16	28	7	0	0	0	0	0	0	0	53
07:15	3	0	0	13	24	28	9	1	0	0	0	0	0	0	78
07:30	2	0	0	13	50	31	2	0	0	0	0	0	0	0	98
07:45	0	0	3	34	28	24	4	0	0	0	0	0	0	0	93
	7	0	3	60	118	111	22	1	0	0	0	0	0	0	322
08:00	1	0	0	1	25	58	8	0	0	0	0	0	0	0	93
08:15	0	0	1	6	15	36	4	0	0	0	0	0	0	0	62
08:30	0	0	0	3	15	28	5	0	0	0	0	0	0	0	51
08:45	1	0	0	3	29	37	7	0	0	0	0	0	0	0	77
	2	0	1	13	84	159	24	0	0	0	0	0	0	0	283
09:00	1	0	0	1	16	18	8	1	0	0	0	0	0	0	45
09:15	1	0	0	0	7	28	11	0	0	0	0	0	0	0	47
09:30	1	0	0	0	5	35	5	1	0	0	0	0	0	0	47
09:45	2	0	0	0	18	26	4	0	0	0	0	0	0	0	50
	5	0	0	1	46	107	28	2	0	0	0	0	0	0	189
10:00	2	0	0	0	15	27	2	0	0	0	0	0	0	0	46
10:15	1	0	0	2	13	23	4	0	0	0	0	0	0	0	43
10:30	0	0	0	0	15	30	7	0	0	0	0	0	0	0	52
10:45	1	0	0	1	10	25	6	1	0	0	0	0	0	0	44
	4	0	0	3	53	105	19	1	0	0	0	0	0	0	185
11:00	1	0	0	0	9	39	8	0	0	0	0	0	0	0	57
11:15	1	0	1	2	14	35	7	2	0	0	0	0	0	0	62
11:30	0	0	0	1	22	27	8	1	0	0	0	0	0	0	59
11:45	2	1	0	2	18	24	5	2	0	0	0	0	0	0	54
	4	1	1	5	63	125	28	5	0	0	0	0	0	0	232
Total	24	1	5	96	390	737	152	14	3	0	1	0	0	0	1423

All Traffic Data Services

www.alltrafficdata.net

Site Code: 3
Station ID: 3
BELLS FERRY RD EAST OF BUTTERWORTH RD

SB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	4	0	0	1	17	31	6	1	0	0	0	0	0	0	60
12:15	1	0	0	1	11	26	12	0	0	0	0	0	0	0	51
12:30	1	0	0	4	12	33	4	2	0	0	0	0	0	0	56
12:45	0	0	0	2	13	30	4	0	0	0	0	0	0	0	49
	6	0	0	8	53	120	26	3	0	0	0	0	0	0	216
13:00	0	0	1	0	32	31	8	1	0	0	0	0	0	0	73
13:15	0	0	0	0	16	29	6	0	0	0	0	0	0	0	51
13:30	0	0	0	0	28	35	3	0	0	0	0	0	0	0	66
13:45	1	0	1	1	31	24	3	0	0	0	0	0	0	0	61
	1	0	2	1	107	119	20	1	0	0	0	0	0	0	251
14:00	0	0	0	2	16	37	4	0	0	0	0	0	0	0	59
14:15	1	0	0	4	18	28	5	1	0	0	0	0	0	0	57
14:30	0	0	0	2	33	29	3	0	0	0	0	0	0	0	67
14:45	0	0	0	6	28	32	2	0	0	0	0	0	0	0	68
	1	0	0	14	95	126	14	1	0	0	0	0	0	0	251
15:00	2	0	0	9	32	21	2	0	0	0	0	0	0	0	66
15:15	0	0	2	3	35	15	0	0	0	0	0	0	0	0	55
15:30	0	0	0	1	29	24	1	0	0	0	0	0	0	0	55
15:45	3	0	2	8	26	25	4	0	0	0	0	0	0	0	68
	5	0	4	21	122	85	7	0	0	0	0	0	0	0	244
16:00	3	0	0	4	27	20	5	0	0	0	0	0	0	0	59
16:15	1	0	1	3	36	25	0	0	0	0	0	0	0	0	66
16:30	0	1	0	0	22	31	8	0	0	0	0	0	0	0	62
16:45	0	0	3	10	33	26	4	1	0	0	0	0	0	0	77
	4	1	4	17	118	102	17	1	0	0	0	0	0	0	264
17:00	0	0	0	0	12	32	8	0	0	0	0	0	0	0	52
17:15	1	0	0	4	28	33	12	0	0	0	0	0	0	0	78
17:30	0	0	1	1	16	32	2	1	0	0	0	0	0	0	53
17:45	1	0	0	3	16	26	9	0	0	0	0	0	0	0	55
	2	0	1	8	72	123	31	1	0	0	0	0	0	0	238
18:00	0	0	0	4	24	30	2	0	0	0	0	0	0	0	60
18:15	1	0	0	0	8	21	8	2	0	0	0	0	0	0	40
18:30	0	0	0	2	12	30	1	1	0	0	0	0	0	0	46
18:45	0	0	0	1	5	27	8	2	0	0	0	0	0	0	43
	1	0	0	7	49	108	19	5	0	0	0	0	0	0	189
19:00	3	0	0	1	5	25	1	0	0	0	0	0	0	0	35
19:15	0	0	0	1	13	17	5	0	0	0	0	0	0	0	36
19:30	1	0	0	0	14	19	4	1	2	0	0	0	0	0	41
19:45	1	0	0	1	5	11	6	1	0	0	0	0	0	0	25
	5	0	0	3	37	72	16	2	2	0	0	0	0	0	137
20:00	0	0	0	0	4	7	7	3	1	0	0	0	0	0	22
20:15	0	0	1	0	7	14	4	1	0	0	0	0	0	0	27
20:30	0	0	0	0	2	10	4	0	0	0	1	0	0	0	17
20:45	0	0	0	0	6	8	5	1	0	0	0	0	0	0	20
	0	0	1	0	19	39	20	5	1	0	1	0	0	0	86
21:00	0	0	0	2	0	5	3	0	0	0	0	0	0	0	10
21:15	0	0	0	2	8	5	0	0	0	0	0	0	0	0	15
21:30	0	0	0	0	2	10	3	1	0	0	0	0	0	0	16
21:45	1	0	0	0	1	11	5	0	0	0	0	0	0	0	18
	1	0	0	4	11	31	11	1	0	0	0	0	0	0	59
22:00	0	0	1	1	2	10	3	1	1	0	0	0	0	0	19
22:15	0	0	2	4	4	5	1	0	0	0	0	0	0	0	16
22:30	0	0	0	0	1	5	2	0	0	0	0	0	0	0	8
22:45	0	0	0	0	2	5	1	0	0	0	0	0	0	0	8
	0	0	3	5	9	25	7	1	1	0	0	0	0	0	51
23:00	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
23:15	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
23:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
	0	0	0	1	2	9	4	1	0	0	0	0	0	0	17
Total	26	1	15	89	694	959	192	22	4	0	1	0	0	0	2003
Grand Total	125	2	28	316	2176	3603	751	83	13	0	2	0	0	0	7099

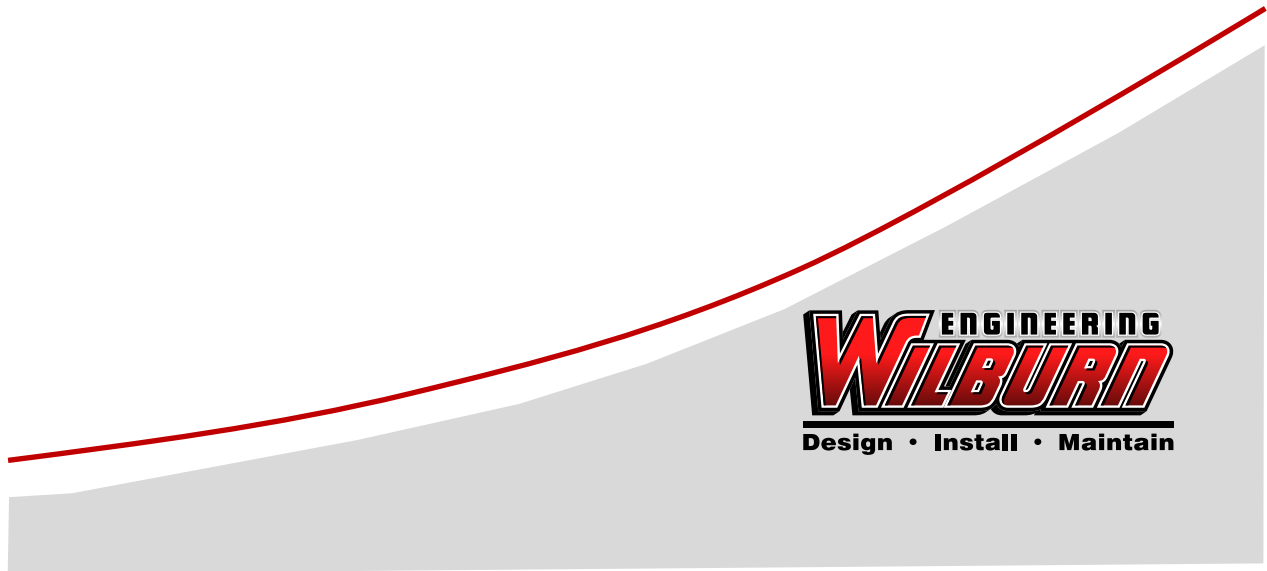
15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 39 MPH
95th Percentile : 43 MPH

Stats Mean Speed(Average) : 36 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 5779
Percent in Pace : 81.4%

Number of Vehicles > 55 MPH : 2
Percent of Vehicles > 55 MPH : 0.0%

APPENDIX E

ADT TO AADT CONVERSION SHEETS



COUNT #	1
LOCATION	Chastain Memorial Bridge
AREA TYPE:	Urban
ROADWAY CLASS:	Minor Arterial (ATL)
FACTOR GROUP:	8

TIME	Northbound			Southbound			TOTAL			TOTAL VOLUME	AVERAGE VOLUME	%
	Tue	Wed	Thu	Tue	Wed	Thu	Tue	Wed	Thu			
	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug			
	11	12	13	11	12	13	11	12	13			
12:00 AM	17	28	0	18	20	0	35	48	0	83	42	0.3%
1:00 AM	3	7	0	5	11	0	8	18	0	26	13	0.1%
2:00 AM	10	9	0	8	8	0	18	17	0	35	18	0.1%
3:00 AM	8	14	0	9	3	0	17	17	0	34	17	0.1%
4:00 AM	27	22	0	14	16	0	41	38	0	79	40	0.3%
5:00 AM	73	71	0	40	33	0	113	104	0	217	109	0.9%
6:00 AM	221	209	0	200	205	0	421	414	0	835	418	3.4%
7:00 AM	406	385	0	440	453	0	846	838	0	1,684	842	7.0%
8:00 AM	319	347	0	354	357	0	673	704	0	1,377	689	5.7%
9:00 AM	271	337	0	295	319	0	566	656	0	1,222	611	5.0%
10:00 AM	302	307	0	284	287	0	586	594	0	1,180	590	4.9%
11:00 AM	364	318	0	314	324	0	678	642	0	1,320	660	5.5%
12:00 PM	354	447	0	354	358	0	708	805	0	1,513	757	6.3%
1:00 PM	374	421	0	342	379	0	716	800	0	1,516	758	6.3%
2:00 PM	439	400	0	359	413	0	798	813	0	1,611	806	6.7%
3:00 PM	518	505	0	408	433	0	926	938	0	1,864	932	7.7%
4:00 PM	606	575	0	516	498	0	1,122	1,073	0	2,195	1,098	9.1%
5:00 PM	563	614	0	566	568	0	1,129	1,182	0	2,311	1,156	9.5%
6:00 PM	415	407	0	430	465	0	845	872	0	1,717	859	7.1%
7:00 PM	334	326	0	296	306	0	630	632	0	1,262	631	5.2%
8:00 PM	235	285	0	259	236	0	494	521	0	1,015	508	4.2%
9:00 PM	183	149	0	142	144	0	325	293	0	618	309	2.6%
10:00 PM	97	82	0	64	72	0	161	154	0	315	158	1.3%
11:00 PM	34	57	0	40	47	0	74	104	0	178	89	0.7%
DAILY TOTAL	6,173	6,322	0	5,757	5,955	0	11,930	12,277	0	24,207	12,104	
							Monthly	0.96	0.96	0.96		
							Daily	0.93	0.94	0.93		
							AADT	10,651	11,079	0		
							AVERAGE AADT	10,865				
							ROUNDED AADT	10,875				

COUNT #	2
LOCATION	North of Freedom Middle School
AREA TYPE:	Urban
ROADWAY CLASS:	Minor Arterial (ATL)
FACTOR GROUP:	8

TIME	Northbound			Southbound			TOTAL			TOTAL VOLUME	AVERAGE VOLUME	%
	Tue	Wed	Thu	Tue	Wed	Thu	Tue	Wed	Thu			
	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug			
	11	12	13	11	12	13	11	12	13			
12:00 AM	14	13	0	14	11	0	28	24	0	52	26	0.2%
1:00 AM	7	6	0	8	11	0	15	17	0	32	16	0.1%
2:00 AM	11	6	0	5	7	0	16	13	0	29	15	0.1%
3:00 AM	4	10	0	14	6	0	18	16	0	34	17	0.1%
4:00 AM	17	18	0	20	24	0	37	42	0	79	40	0.3%
5:00 AM	64	64	0	66	51	0	130	115	0	245	123	1.0%
6:00 AM	186	219	0	280	288	0	466	507	0	973	487	4.0%
7:00 AM	547	524	0	507	501	0	1,054	1,025	0	2,079	1,040	8.5%
8:00 AM	465	445	0	460	473	0	925	918	0	1,843	922	7.5%
9:00 AM	302	336	0	290	322	0	592	658	0	1,250	625	5.1%
10:00 AM	320	327	0	316	299	0	636	626	0	1,262	631	5.1%
11:00 AM	382	342	0	355	341	0	737	683	0	1,420	710	5.8%
12:00 PM	368	364	0	360	331	0	728	695	0	1,423	712	5.8%
1:00 PM	383	404	0	374	379	0	757	783	0	1,540	770	6.3%
2:00 PM	477	478	0	404	379	0	881	857	0	1,738	869	7.1%
3:00 PM	450	427	0	463	453	0	913	880	0	1,793	897	7.3%
4:00 PM	634	533	0	523	473	0	1,157	1,006	0	2,163	1,082	8.8%
5:00 PM	567	476	0	549	532	0	1,116	1,008	0	2,124	1,062	8.7%
6:00 PM	439	344	0	398	331	0	837	675	0	1,512	756	6.2%
7:00 PM	326	229	0	279	265	0	605	494	0	1,099	550	4.5%
8:00 PM	259	210	0	238	177	0	497	387	0	884	442	3.6%
9:00 PM	134	159	0	128	113	0	262	272	0	534	267	2.2%
10:00 PM	86	86	0	53	45	0	139	131	0	270	135	1.1%
11:00 PM	31	49	0	29	35	0	60	84	0	144	72	0.6%
DAILY TOTAL	6,473	6,069	0	6,133	5,847	0	12,606	11,916	0	24,522	12,261	
							Monthly	0.96	0.96	0.96		
							Daily	0.93	0.94	0.93		
							AADT	11,255	10,753	0		
							AVERAGE AADT	11,004				
							ROUNDED AADT	11,025				

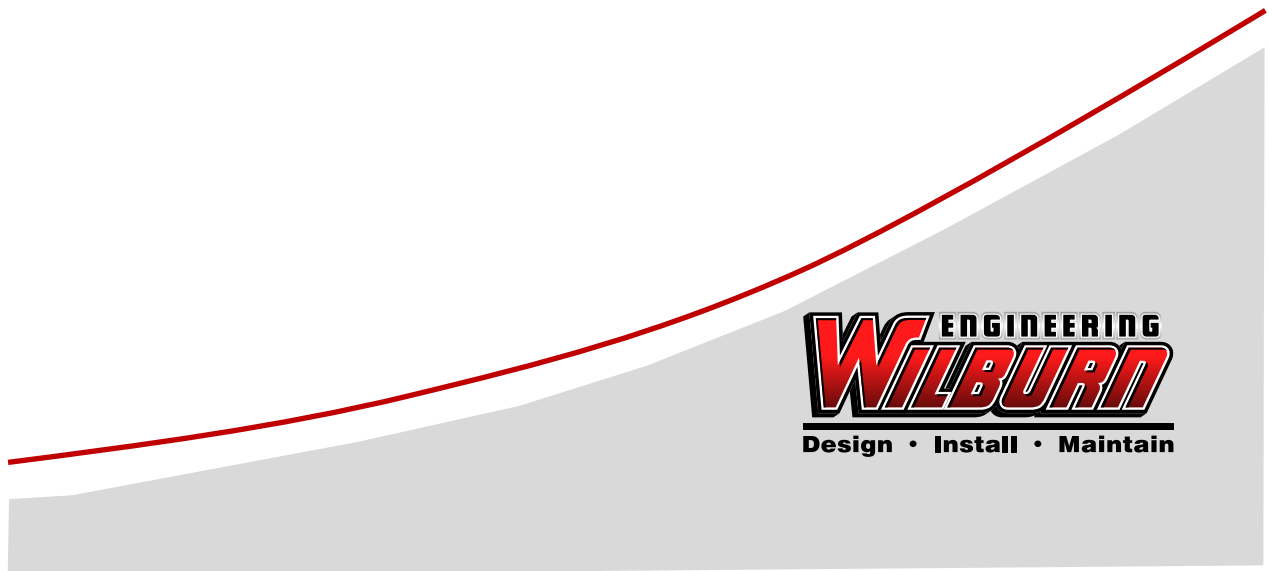
COUNT #	3
LOCATION	South of Ridge Pine Dr
AREA TYPE:	Urban
ROADWAY CLASS:	Minor Arterial (ATL)
FACTOR GROUP:	8

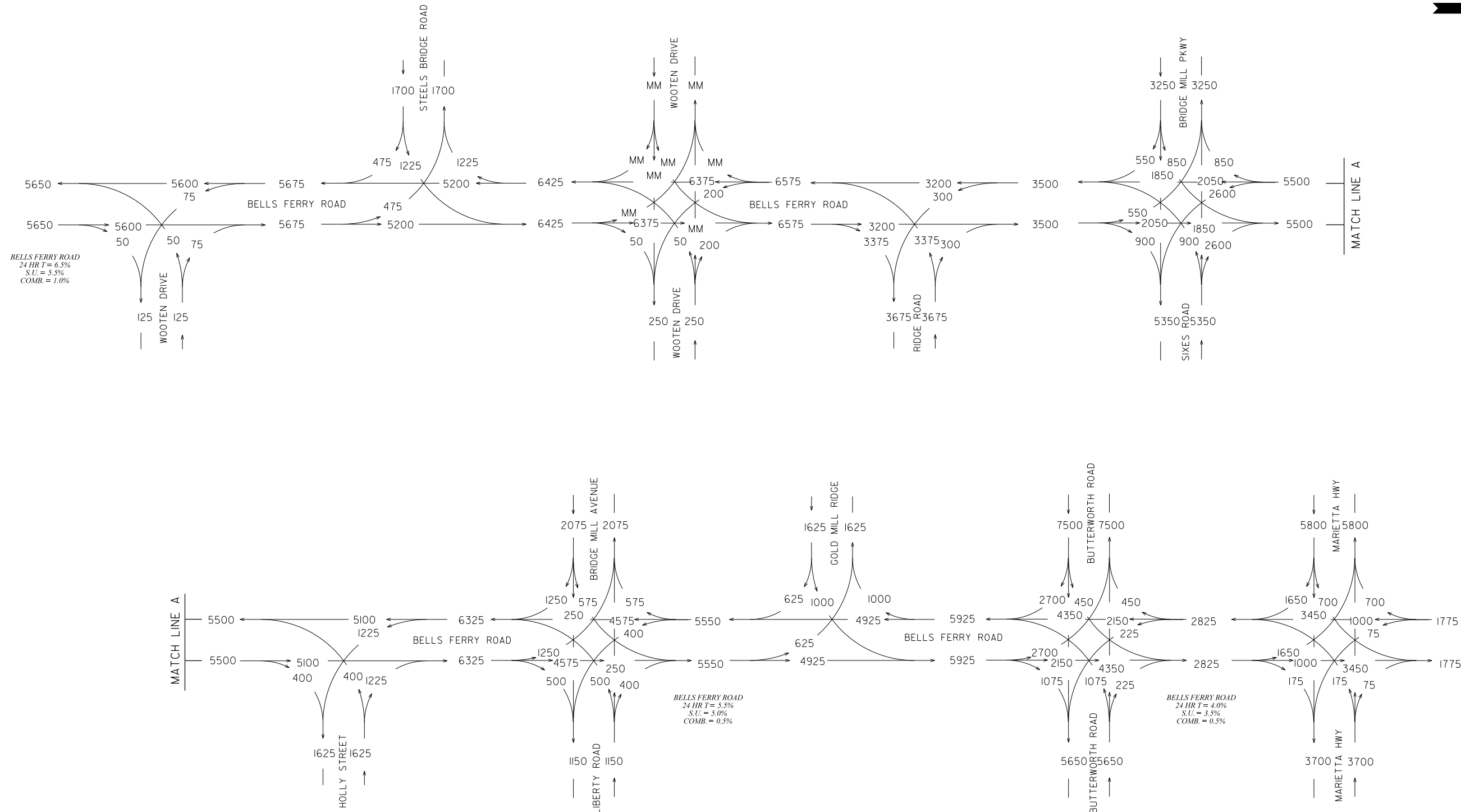
TIME	Northbound			Southbound			TOTAL			TOTAL VOLUME	AVERAGE VOLUME	%
	Tue	Wed	Thu	Tue	Wed	Thu	Tue	Wed	Thu			
	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug			
	11	12	13	11	12	13	11	12	13			
12:00 AM	5	4	0	9	7	0	14	11	0	25	13	0.2%
1:00 AM	7	9	0	4	2	0	11	11	0	22	11	0.2%
2:00 AM	5	7	0	6	6	0	11	13	0	24	12	0.2%
3:00 AM	5	1	0	4	3	0	9	4	0	13	7	0.1%
4:00 AM	6	6	0	8	9	0	14	15	0	29	15	0.2%
5:00 AM	30	24	0	40	45	0	70	69	0	139	70	1.1%
6:00 AM	74	79	0	127	140	0	201	219	0	420	210	3.3%
7:00 AM	138	145	0	335	322	0	473	467	0	940	470	7.4%
8:00 AM	189	174	0	294	283	0	483	457	0	940	470	7.4%
9:00 AM	148	148	0	199	189	0	347	337	0	684	342	5.4%
10:00 AM	148	134	0	221	185	0	369	319	0	688	344	5.4%
11:00 AM	186	163	0	216	205	0	402	368	0	770	385	6.0%
12:00 PM	191	170	0	220	216	0	411	386	0	797	399	6.2%
1:00 PM	197	202	0	226	251	0	423	453	0	876	438	6.9%
2:00 PM	188	195	0	244	251	0	432	446	0	878	439	6.9%
3:00 PM	246	234	0	252	244	0	498	478	0	976	488	7.6%
4:00 PM	268	277	0	282	264	0	550	541	0	1,091	546	8.5%
5:00 PM	264	270	0	324	238	0	588	508	0	1,096	548	8.6%
6:00 PM	223	157	0	235	189	0	458	346	0	804	402	6.3%
7:00 PM	158	140	0	170	137	0	328	277	0	605	303	4.7%
8:00 PM	141	99	0	126	86	0	267	185	0	452	226	3.5%
9:00 PM	81	65	0	64	59	0	145	124	0	269	135	2.1%
10:00 PM	31	29	0	57	51	0	88	80	0	168	84	1.3%
11:00 PM	14	18	0	10	17	0	24	35	0	59	30	0.5%
DAILY TOTAL	2,943	2,750	0	3,673	3,399	0	6,616	6,149	0	12,765	6,383	

Monthly	0.96	0.96	0.96
Daily	0.93	0.94	0.93
AADT	5,907	5,549	0
AVERAGE AADT	5,728		
ROUNDED AADT	5,750		

APPENDIX F

EXISTING TRAFFIC DIAGRAMS





CHEROKEE COUNTY
BELLS FERRY ROAD
2020 AADT = 000

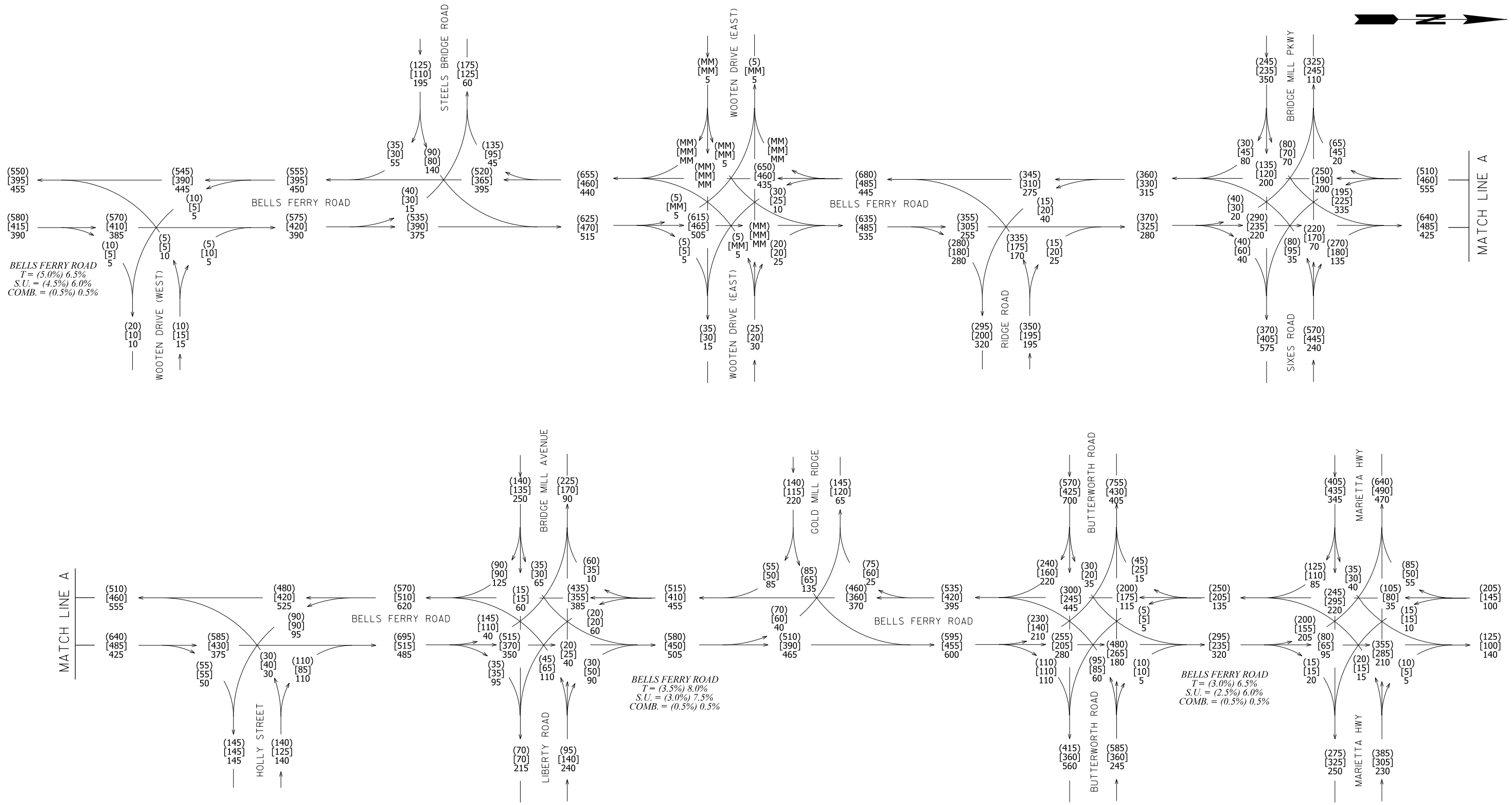
2020 EXISTING
AADT (BALANCED)
(1 OF 1)



REVISION DATES	

TRAFFIC DIAGRAM
BELLS FERRY ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-01
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MATCH LINE A

MATCH LINE A

CHEROKEE COUNTY
 BELLS FERRY ROAD
 2020 DHV PM = (000)
 2020 SCHOOL PEAK = (000)
 2020 DHV AM = 000

2020 EXISTING
 DHV (BALANCED)
 (1 OF 1)



REVISION DATES	

TRAFFIC DIAGRAM
BELLS FERRY ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-02
CORRECTED:	DATE:	
VERIFIED:	DATE:	

APPENDIX G

CRASH DATA

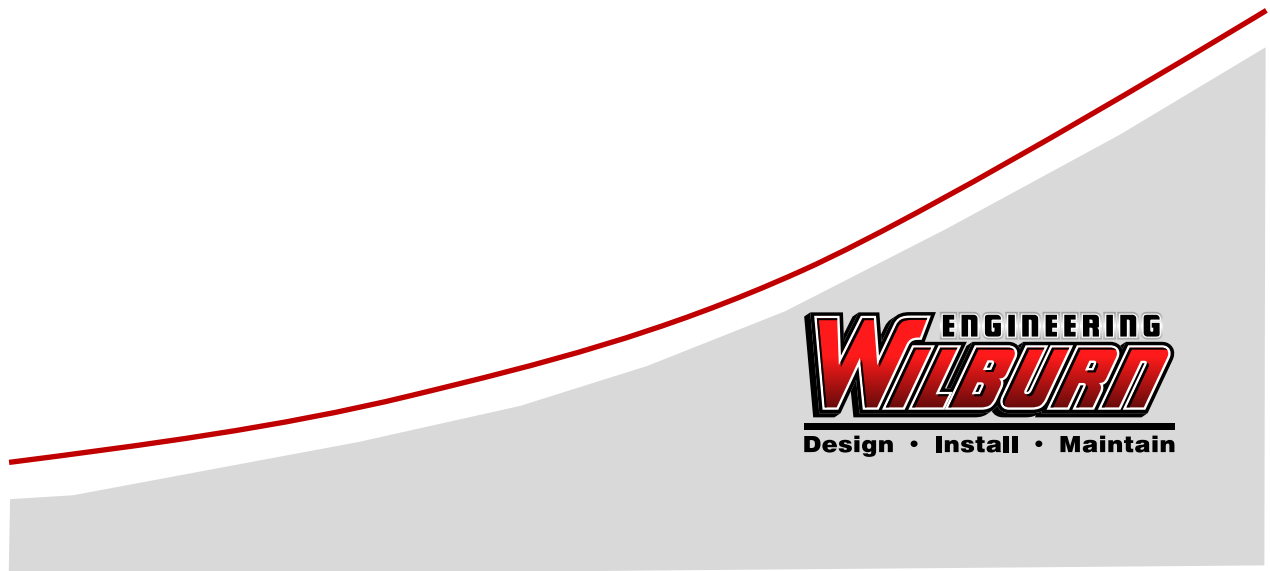


Table with columns: AccidentNo, AgencyName, Date, County, Route, IntersectingRoute, Injuries, Fatalities, MannerOfCollision, Light, Surface, DriverAge1, DriverAge2, MnrVeh1, MnrVeh2, U1FirstAmfuEvent, U2FirstAmfuEvent, #OfVehicles, SeriousInjuries, VisibleInjuries, ComplaintInjuries, U1Factors, U2Factors, U1TrafficControl, U2TrafficControl. The table contains 100 rows of accident data.

538573	Cherokee Co Sheriff's Office	8/8/2015	CHEROKEE 3760 SIXES RD		0	0	Sideswipe-Opposite Direction	Daylight	Dry		-1	Entering/Leaving Parking	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Msjudged Clearance	No Contributing Factors	Lanes	Lanes	
539075	Canton Police Department	6/4/2015	CHEROKEE MARIETTA HWY	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	66	59	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
5404290	Cherokee Co Sheriff's Office	8/26/2015	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Angle	Daylight	Dry	84	39	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes	
5418946	Cherokee Co Sheriff's Office	9/9/2015	CHEROKEE MARIETTA HWY	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	53	72	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
5429581	Cherokee Co Sheriff's Office	9/18/2015	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	51	36	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
5440759	Cherokee Co Sheriff's Office	9/16/2015	CHEROKEE BELLS FERRY RD	GOLDMILL PL	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	17	-1	Straight	N/A	Ditch	Ditch	1	0	0	0	Distracted	N/A	Lanes	N/A	
5447565	Cherokee Co Sheriff's Office	9/29/2015	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	DarkNot Lighted	Wet	22	29	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Other Distracti	No Contributing Factors	Lanes	Lanes
5451111	Cherokee Co Sheriff's Office	10/1/2015	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	33	26	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	0	0	Inattentive or Other Distracti	No Contributing Factors	Lanes	Stop Sign	
5452840	Cherokee Co Sheriff's Office	10/2/2015	CHEROKEE BELLS FERRY RD	SIXES RD	1	0	Angle	Daylight	Wet	56	66	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal	
5454597	Cherokee Co Sheriff's Office	10/3/2015	CHEROKEE BELLS FERRY RD	WOOTEN DR	2	0	Rear End	Daylight	Wet	19	49	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	2	Conditions ,inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
5467056	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	42	47	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
5475544	G sp Post00	#####	CHEROKEE BELLS FERRY RD	VILLA CREEK	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	47	-1	Straight	N/A	Ditch	Ditch	1	0	0	0	Failure	N/A	No Control Present	N/A	
5487808	G sp Post00	#####	CHEROKEE BUTTERWORTH ROAD	BELLS FERRY ROAD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Wet	16	23	Changing Lanes	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal	
5492526	Cherokee Co Sheriff's Office	11/1/2015	CHEROKEE BELLS FERRY RD	STEELES BRIDGE RD	0	0	Sideswipe-Same Direction	DarkNot Lighted	Wet	74	69	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Turn	No Contributing Factors	Lanes	Lanes	
5492836	Cherokee Co Sheriff's Office	11/1/2015	CHEROKEE BELLS FERRY RD	ALEX ST	2	0	Head On	DarkNot Lighted	Wet	33	43	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	1	Under the Influence (U.I.),Wrong Side of Road	No Contributing Factors	Lanes	Lanes	
5494145	Cherokee Co Sheriff's Office	10/9/2015	CHEROKEE SIXES RD	3760 SIXES RD	0	0	Angle	Daylight	Dry		-1		Parked	Parked Motor Vehicle	Parked Motor Vehicle	2	0	0	0	No Contributing Factors	No Contributing Factors		No Control Present	
5495697	Cherokee Co Sheriff's Office	11/3/2015	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Rear End	Daylight	Wet	62	33	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close ,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes	
5496101	Cherokee Co Sheriff's Office	11/3/2015	CHEROKEE BELLS FERRY RD	ALEX ST	2	0	Rear End	Daylight	Dry	47	41	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	2	Following too Close	No Contributing Factors	Lanes	Lanes
5504338	Cherokee Co Sheriff's Office	11/9/2015	CHEROKEE BELLS FERRY RD	N PINECREST DR	0	0	Rear End	Daylight	Wet	17	23	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close ,Weather Conditions	No Contributing Factors	Lanes	Lanes	
5505750	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	0	0	Rear End	Daylight	Dry	50	49	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
5510260	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SIXES RD	1	0	Angle	Daylight	Dry	69	71	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Failed to Yield,Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
5512617	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FAYE DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	19	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
5513935	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	STADLEBRIDGE AV	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	67	-1	Negotiating A Curve	N/A	Animal	Animal	1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A	
5520317	Cherokee Co Sheriff's Office	#####	CHEROKEE HOLLY ST	BELLS FERRY RD	0	0	Angle	Daylight	Dry	44	72	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Phone ,Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
5525102	Canton Police Department	9/24/2015	CHEROKEE BELLS FERRY ROAD RD	MARIETTA HWY	0	0	Sideswipe-Same Direction	Dawn	Dry	46	18	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Passing	No Contributing Factors	Lanes	Lanes	
5528723	G sp Post00	#####	CHEROKEE BELLS FERRY ROAD		2	0	Head On	DarkNot Lighted	Dry	36	60	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	1	0	No Contributing Factors	No Contributing Factors	No Control Present	No Control Present	
5540844	Cherokee Co Sheriff's Office	12/7/2015	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	21	58	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
5540860	Cherokee Co Sheriff's Office	12/7/2015	CHEROKEE BELLS FERRY RD	HOLLY ST	1	0	Rear End	Dawn	Dry	24	50	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
5543648	Cherokee Co Sheriff's Office	12/9/2015	CHEROKEE BELLS FERRY RD	FAYE DR	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	19	-1	Negotiating A Curve	N/A	Ditch	Ditch	1	0	0	1	Too Fast For Conditions ,Other	N/A	Lanes	N/A	
5549444	Cherokee Co Sheriff's Office	#####	CHEROKEE 3760 SIXES RD		0	0	Angle	Daylight	Dry	0	-1	Straight	Parked	Parked Motor Vehicle	Parked Motor Vehicle	2	0	0	0	0	Msjudged Clearance	No Contributing Factors	No Control Present	No Control Present
5553071	Cherokee Co Sheriff's Office	#####	CHEROKEE GOLDMILL RDG	BELLS FERRY RD	1	0	Angle	Daylight	Dry	17	49	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Failed to Yield,Msjudged Clearance	No Contributing Factors	Stop Sign	Lanes
5554377	Cherokee Co Sheriff's Office	#####	CHEROKEE 3780 SIXES RD		0	0	Angle	Daylight	Dry	20	50	Turning Left	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Msjudged Clearance	Msjudged Clearance	No Control Present	No Control Present
5560156	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	HARBIN ST	0	0	Rear End	Daylight	Dry	21	42	Negotiating A Curve	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
5560321	Cherokee Co Sheriff's Office	#####	CHEROKEE 3785 SIXES RD	BELLS FERRY RD	0	0	Angle	DarkLighted	Dry		-1	Backing	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Other	No Contributing Factors	No Control Present	No Control Present
5560423	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	STADLE BRIDGE AVE	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	27	-1	Negotiating A Curve	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
5568079	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	38	-1	Straight	N/A	Tree	Tree	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
5588231	Cherokee Co Sheriff's Office	1/8/2016	CHEROKEE STEELS BRIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	19	43	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign	
5611855	Cherokee Co Sheriff's Office	1/26/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Not A Collision with Motor Vehicle	Dusk	Wet	47	-1	Entering/Leaving Driveway	N/A	Ditch	Ditch	1	0	0	0	Weather Conditions	N/A	Lanes	N/A	
5618425	Cherokee Co Sheriff's Office	1/31/2016	CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	23	-1	Negotiating A Curve	N/A	Utility Pole	Utility Pole	1	0	0	0	0	Under the Influence (U.I.)	N/A	Lanes	N/A
5619717	Cherokee Co Sheriff's Office	2/1/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	1	0	Angle	Daylight	Dry	58	28	Turning Right	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Inattentive or Other Distracti	No Contributing Factors	Stop Sign	Lanes
5635369	Cherokee Co Sheriff's Office	2/12/2016	CHEROKEE BELLS FERRY RD	FAYE DR	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	73	-1	Straight	N/A	Ditch	Ditch	1	0	0	0	Following too Close	N/A	No Control Present	N/A	
5635370	Cherokee Co Sheriff's Office	2/12/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Dry	37	38	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Msjudged Clearance ,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5635799	Cherokee Co Sheriff's Office	2/12/2016	CHEROKEE BELLS FERRY RD	MARINA COURT	0	0	Rear End	DarkNot Lighted	Dry	55	34	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Distracted ,Inattentive or Other Distracti	No Contributing Factors	No Control Present	No Control Present
5636166	Cherokee Co Sheriff's Office	2/13/2016	CHEROKEE BELLS FERRY RD	10511 BELLS FERRY RD	0	0	Rear End	Daylight	Dry	54	41	Entering/Leaving Parking	Entering/Leaving Parking	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Improper Backing	Improper Backing	No Control Present	No Control Present
5637387	Cherokee Co Sheriff's Office	2/15/2016	CHEROKEE BELLS FERRY RD	STEELES BRIDGE RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	47	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
5643144	Cherokee Co Sheriff's Office	2/19/2016	CHEROKEE BELLS FERRY RD	ALEX ST	0	0	Rear End	Daylight	Dry	48	29	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
5649290	Cherokee Co Sheriff's Office	2/25/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	1	0	Angle	Daylight	Dry	21	43	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Distracted ,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
5649374	Cherokee Co Sheriff's Office	2/25/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	76	40	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
5652814	Cherokee Co Sheriff's Office	2/28/2016	CHEROKEE BELLS FERRY RD	HOLLY ST	2	0	Not A Collision with Motor Vehicle	Daylight	Dry	34	-1	Negotiating A Curve	N/A	Utility Pole	Utility Pole	1	0	2	0	0	Under the Influence (U.I.)	N/A	Lanes	N/A
5660672	Cherokee Co Sheriff's Office	3/4/2016	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Sideswipe-Same Direction	Daylight	Dry	46	50	Turning Right	Changing Lanes	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	0	Other	No Contributing Factors	Traffic Signal	Traffic Signal
5661797	Canton Police Department	2/12/2016	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	3	0	Rear End	Daylight	Dry	18	55	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	3	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5664186	Cherokee Co Sheriff's Office	3/4/2016	CHEROKEE BELLS FERRY RD	MARINA CT	1	0	Rear End	Daylight	Dry	17	18	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
5665748	Cherokee Co Sheriff's Office	3/7/2016	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	18	-1	Negotiating A Curve	N/A	Utility Pole	Utility Pole	1	0	0	0	0	Driver Lost Control ,Distracted	N/A	Lanes	N/A
5671065	Cherokee Co Sheriff's Office	3/12/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	3	0	Head On	Daylight	Dry	57	26	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	2	0	Other Distracti	Exceeding Speed Limit ,Mechanical Or Vehicle Failure	Traffic Signal	Traffic Signal
5672248	Cherokee Co Sheriff's Office	3/13/2016	CHEROKEE BELLS FERRY RD	NORTH VICTORIA RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	52	-1	Straight	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	0	Other	N/A	Lanes	N/A
5675138	Cherokee Co Sheriff's Office	3/16/2016	CHEROKEE BELLS FERRY RD																					

5748260	Cherokee Co Sheriff's Office	5/1/2016	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Sideswipe-Same Direction	Daylight	Dry	19	35	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
5748440	Cherokee Co Sheriff's Office	5/9/2016	CHEROKEE BELLS FERRY RD	ALEX ST	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	57	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5757659	Cherokee Co Sheriff's Office	5/16/2016	CHEROKEE 3760 SIXES RD		0	0	Angle	Daylight	Dry	45	63	Backing	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Other	Other
5759271	Cherokee Co Sheriff's Office	5/17/2016	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	16	38	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5760980	Cherokee Co Sheriff's Office	5/18/2016	CHEROKEE BELLS FERRY RD	LIBERTY RD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	16	-1	Straight	N/A	Other Non-Collision	Other Non-Collision	1	0	1	0	Msjudged Clearance,Other,Inattentive or Other	No Contributing Factors	Lanes	Lanes
5761514	Gsp Post 00	5/15/2016	CHEROKEE BELLS FERRY RD	BRIDGEMILL PKWY	1	0	Angle	Daylight	Dry	33	35	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	No Contributing Factors	No Contributing Factors	Flashing Lights	Flashing Lights
5767602	Gsp Post 00	5/19/2016	CHEROKEE BELL'S FERRY ROAD	NORTH OF RIDGE PINE DRIVE	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	43	-1	Straight	N/A	Ditch	Ditch	1	0	0	0	No Contributing Factors	N/A	Other	N/A
5768797	Cherokee Co Sheriff's Office	5/23/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	21	54	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Distacted	No Contributing Factors	Traffic Signal	Traffic Signal
5769449	Cherokee Co Sheriff's Office	5/24/2016	CHEROKEE BELLS FERRY RD	HOLLY ST	1	0	Rear End	Daylight	Dry	49	28	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close,Exceeding Speed Limit,Improper Passing,Changed Lanes, Improperly	No Contributing Factors	Lanes	Lanes
5771204	Cherokee Co Sheriff's Office	5/25/2016	CHEROKEE BELLS FERRY RD	AIR STRIP DR	0	0	Rear End	Daylight	Dry	35	64	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Under the Influence (U.I.),Following too Close,Driver	No Contributing Factors	Lanes	Lanes
5771235	Cherokee Co Sheriff's Office	5/25/2016	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	25	-1	Turning Left	N/A	Other Post/Pole Support	Other Post/Pole Support	1	0	0	0	Msjudged Clearance	N/A	No Control Present	N/A
5777403	Cherokee Co Sheriff's Office	5/30/2016	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Sideswipe-Same Direction	Daylight	Dry	56	64	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield,Improper Passing,Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
5778989	Cherokee Co Sheriff's Office	5/31/2016	CHEROKEE BELLS FERRY RD	MARINA COURT	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	29	-1	Straight	N/A	Bridge Rail	Bridge Rail	1	0	0	0	Msjudged Clearance,Other	N/A	No Control Present	N/A
5780616	Cherokee Co Sheriff's Office	6/2/2016	CHEROKEE BELLS FERRY RD	PECAN DR	0	0	Angle	Daylight	Dry	71	16	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
5784503	Cherokee Co Sheriff's Office	6/6/2016	CHEROKEE 8890 BELLS FERRY RD		0	0	Not A Collision with Motor Vehicle	Dawn	Dry	19	-1	Negotiating A Curve	N/A	Utility Pole	Utility Pole	1	0	0	0	Driver Lost Control,Distacted	N/A	Lanes	N/A
5785744	Cherokee Co Sheriff's Office	6/6/2016	CHEROKEE BELLS FERRY RD	FOWLER ST	1	0	Rear End	DarkNot Lighted	Dry	32	40	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	1	Following too Close,Inattentive or Other Distacted	No Contributing Factors	Lanes	Lanes
5789301	Cherokee Co Sheriff's Office	6/9/2016	CHEROKEE SIXES RD	BELLS FERRY RD	1	0	Angle	DarkLighted	Dry	18	17	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5800041	Cherokee Co Sheriff's Office	6/17/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Angle	Dusk	Dry	16	16	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5808115	Cherokee Co Sheriff's Office	6/23/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	37	-1	Negotiating A Curve	N/A	Other Non-Collision	Other Non-Collision	1	0	0	1	Condition	N/A	Lanes	N/A
5812415	Canton Police Department	6/16/2016	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Angle	Daylight	Dry	91	23	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Other	No Contributing Factors	Traffic Signal	Traffic Signal
5813380	Cherokee Co Sheriff's Office	6/27/2016	CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	62	-1	Straight	N/A	Ditch	Ditch	1	0	0	0	Distacted,Inattentive or Other Distacted	N/A	Lanes	N/A
5814206	Cherokee Co Sheriff's Office	6/27/2016	CHEROKEE BELLS FERRY RD	FAYE DR	3	0	Rear End	Daylight	Dry	19	19	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	3	Distacted	No Contributing Factors	Lanes	Lanes
5814564	Cherokee Co Sheriff's Office	6/28/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	0	0	Rear End	Daylight	Dry	19	63	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
5815251	Cherokee Co Sheriff's Office	6/29/2016	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	59	62	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close,Distacted	No Contributing Factors	Traffic Signal	Traffic Signal
5817553	Cherokee Co Sheriff's Office	7/1/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	0	0	Rear End	Daylight	Dry	52	35	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
5823274	Cherokee Co Sheriff's Office	7/7/2016	CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	19	35	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Stop Sign
5823380	Gsp Post 00	6/23/2016	CHEROKEE BELLS FERRY ROAD	SIXES ROAD	3	0	Head On	Daylight	Dry	25	29	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	3	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
5844115	Cherokee Co Sheriff's Office	7/20/2016	CHEROKEE BELLS FERRY RD	FAYE DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	20	-1	Straight	N/A	Other - Fixed Object	Other - Fixed Object	1	0	0	0	Surface Defects,Msjudged Clearance	N/A	Lanes	N/A
5847180	Cherokee Co Sheriff's Office	7/23/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	2	0	Rear End	Dawn	Dry	44	-1	Straight	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	1	Msjudged Clearance,Inattentive or Other Distacted	No Contributing Factors	Lanes	Lanes
5847181	Cherokee Co Sheriff's Office	7/23/2016	CHEROKEE BELLS FERRY RD	STEELES BRIDGE RD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	55	-1	Turning Right	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	1	0	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Lanes
5861010	Cherokee Co Sheriff's Office	8/2/2016	CHEROKEE STEEL BRIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	39	41	Straight	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
5864307	Canton Police Department	7/23/2016	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Head On	Daylight	Wet	16	56	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
5869305	Cherokee Co Sheriff's Office	8/8/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	DarkLighted	Dry	19	17	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Distacted,Inattentive or Other	No Contributing Factors	Traffic Signal	Traffic Signal
5879317	Gsp Post 00	8/15/2016	CHEROKEE BELLS FERRY ROAD	SOUTH OF MARINA COURT	1	0	Sideswipe-Opposite Direction	Daylight	Dry	69	68	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	No Contributing Factors	No Contributing Factors	Other	Other
5886390	Cherokee Co Sheriff's Office	8/20/2016	CHEROKEE BELLS FERRY RD	GOLDMILL RDG	0	0	Angle	Daylight	Wet	17	44	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Too Fast For Conditions	No Contributing Factors	Lanes	Stop Sign
5887012	Canton Police Department	8/8/2016	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0		Daylight	Dry	38	36	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5901723	Cherokee Co Sheriff's Office	9/1/2016	CHEROKEE BELLS FERRY RD	BRIDGE MILL AVE	1	0	Rear End	Daylight	Dry	44	74	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	4	0	0	1	Following too Close	No Contributing Factors	No Control Present	No Control Present
5905408	Cherokee Co Sheriff's Office	9/5/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	66	45	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5906642	Cherokee Co Sheriff's Office	9/6/2016	CHEROKEE 11428 BELLS FERRY RD		0	0	Angle	Daylight	Dry	38	29	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
5908256	Cherokee Co Sheriff's Office	9/7/2016	CHEROKEE BELLS FERRY RD	PRESTON GLEN CIR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	77	-1	Negotiating A Curve	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5909251	Cherokee Co Sheriff's Office	9/8/2016	CHEROKEE BELLS FERRY RD	SIXES RD	1	0	Rear End	Daylight	Dry	65	53	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close,Inattentive or Other Distacted	No Contributing Factors	Stop Sign	Stop Sign
5910107	Cherokee Co Sheriff's Office	9/8/2016	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	64	44	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
5912831	Cherokee Co Sheriff's Office	9/10/2016	CHEROKEE 10511 BELLS FERRY RD		1	0	Not A Collision with Motor Vehicle	Daylight	Dry	80	-1	Negotiating A Curve	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	1	0	0	Distacted	N/A	Traffic Signal	N/A
5915245	Cherokee Co Sheriff's Office	9/12/2016	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Angle	Daylight	Dry	58	58	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
5928453	Cherokee Co Sheriff's Office	9/19/2016	CHEROKEE BELLS FERRY RD	AIRSTRIP DR	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	54	-1	Straight	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5932393	Cherokee Co Sheriff's Office	9/24/2016	CHEROKEE BELLS FERRY RD	PRESTON GLEN CIR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	30	-1	Negotiating A Curve	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5936930	Gsp Post 00	9/26/2016	CHEROKEE SIXES ROAD	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	52	41	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Stop Sign	Stop Sign
5937685	Cherokee Co Sheriff's Office	9/28/2016	CHEROKEE BELLS FERRY RD	MARINA CT	0	0	Angle	DarkLighted	Dry	20	37	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Other	Lanes
5938607	Cherokee Co Sheriff's Office	9/29/2016	CHEROKEE BELLS FERRY RD	ALEX ST	0	0	Rear End	Daylight	Dry	17	19	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
5940012	Cherokee Co Sheriff's Office	9/30/2016	CHEROKEE 3760 SIXES RD		0	0	Angle	Daylight	Dry	56	19	Backing	Backing	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing,Inattentive or Other Distacted	No Contributing Factors	No Control Present	No Control Present
5941723	Cherokee Co Sheriff's Office	10/2/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	33	-1	Turning Left	N/A	Embankment	Embankment	1	0	0	0	Reaction to Object or Animal,Other	N/A	Lanes	N/A
5944707	Cherokee Co Sheriff's Office	10/4/2016	CHEROKEE BELLS FERRY RD	WOOTEN DR	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	59	-1	Straight	N/A	Ditch	Ditch	1	0	0	1	Driver Condition	N/A	Lanes	N/A
5947395	Cherokee Co Sheriff's Office	10/6/2016	CHEROKEE BELLS FERRY RD	SIXES RD	2	0	Angle	Daylight	Dry	32	50	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Distacted	No Contributing Factors	Traffic Signal	Traffic Signal
5957606	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Angle	Daylight	Dry	73	65	Turning Left	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
5978150	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	77	45	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Msjudged Clearance	No Contributing Factors	Stop Sign	Stop Sign
5978847	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY ROAD	WOOTEN DRIVE	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	48	-1	Straight	N/A	Tree	Tree	1	0	1	0	No Contributing Factors	N/A	Lanes	N/A
5978848	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Not A Collision with Motor Vehicle	Dusk	Dry	58	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5985495	Cherokee Co Sheriff's Office	11/3/2016	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	38	-1	Straight	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
5987245	Cherokee Co Sheriff's Office	11/5/2016	CHEROKEE 3785 SIXES RD		0	0	Angle	Daylight	Dry	55	68	Backing	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
5994979	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Rear End	Daylight	Dry	34	69	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
5997116	Cherokee Co Sheriff's Office	11/8/2016	CHEROKEE BELLS FERRY RD		0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	43	-1	Negotiating A Curve	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6001307	Canton Police Department	#####	CHEROKEE BELLS FERRY ROAD	MARIETTA HIGHWAY	0	0	Rear End	Daylight	Dry	37	34	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6005866	Cherokee Co Sheriff's Office	#####	CHEROKEE 3760 SIXES RD		0	0	Sideswipe-Same Direction	Daylight	Dry	67	58	Parked	Parked	Parked Motor Vehicle	Parked Motor Vehicle	2	0	0	0				

6035081	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	VILLA CHASE	0	0	Rear End	Daylight	Dry	31	20	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Distracted	No Contributing Factors	Lanes	Lanes
6037800	Cherokee Co Sheriff's Office	##### CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Dark/ Lighted	Dry	56	39	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6037850	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	BRIDGEMLL PKWY	0	0	Rear End	Dark/ Lighted	Dry	41	40	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Traffic Signal	Traffic Signal
6039769	Cherokee Co Sheriff's Office	##### CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Dark/ Lighted	Wet	38	38	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6041681	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	44	51	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6047486	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Not A Collision with Motor Vehicle	Dark/ Not Lighted	Dry	33	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6048640	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Angle	Dark/ Lighted	Dry	22	44	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6049368	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	WOOTEN DR	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	19	-1	Negotiating A Curve	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	N/A	N/A
6050318	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	STEELES BRIDGE RD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	28	-1	Straight	N/A	Utility Pole	Utility Pole	1	0	0	1	Under the Influence (U.I.)	N/A	Lanes	N/A
6059172	Cherokee Co Sheriff's Office	##### CHEROKEE BRIDGEMLL PKWY	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	41	69	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6061065	Cherokee Co Sheriff's Office	##### CHEROKEE BELLS FERRY RD	GOLDMILL RDG	0	0	Rear End	Daylight	Dry		24	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Distracted, Other, Inattentive or	No Contributing Factors	Lanes	Lanes
6064711	Cherokee Co Sheriff's Office	1/3/2017 CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	18	18	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6067325	Gsp Post 00	1/4/2017 CHEROKEE SIXES ROAD	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	23	42	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Stop Sign	Stop Sign
6085039	Cherokee Co Sheriff's Office	1/18/2017 CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Dark/ Lighted	Dry	42	23	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6085568	Cherokee Co Sheriff's Office	1/21/2017 CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	16	74	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6093742	Cherokee Co Sheriff's Office	1/25/2017 CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Dry	40	40	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Inattentive or Other Distract	No Contributing Factors	Traffic Signal	Traffic Signal
6097929	Canton Police Department	##### CHEROKEE MARIETTA HIGHWAY	BELLSFERRY ROAD	0	0	Angle	Daylight	Dry	16	23	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6106003	Gsp Post 00	2/2/2017 CHEROKEE BELLS FERRY ROAD	MARINA COURT	0	0	Rear End	Daylight	Dry	21	58	Stopped	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
6106814	Cherokee Co Sheriff's Office	2/5/2017 CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	68	51	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Distracted	No Contributing Factors	Stop Sign	Stop Sign
6107470	Cherokee Co Sheriff's Office	2/6/2017 CHEROKEE 10511 BELLS FERRY RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	71	-1	Straight	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Driver Lost Control	N/A	No Control Present	N/A
6109084	Cherokee Co Sheriff's Office	2/7/2017 CHEROKEE BELLS FERRY RD	N VICTORIA RD	0	0	Sideswipe-Opposite Direction	Daylight	Dry		17	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6110225	Cherokee Co Sheriff's Office	2/8/2017 CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Wet	17	30	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6121623	Cherokee Co Sheriff's Office	2/17/2017 CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	57	50	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Stop Sign	Stop Sign
6122691	Cherokee Co Sheriff's Office	2/18/2017 CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	1	0	Angle	Dark/ Not Lighted	Dry	67	66	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Disregard Stop Sign/Signal	Disregard Stop Sign/Signal	Traffic Signal	Traffic Signal
6138836	Cherokee Co Sheriff's Office	3/5/2017 CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	19	-1	Straight	N/A	Tree	Tree	1	0	0	1	Driver Lost Control	N/A	Lanes	N/A
6146838	Cherokee Co Sheriff's Office	3/11/2017 CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	58	-1	Straight	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6147598	Cherokee Co Sheriff's Office	3/12/2017 CHEROKEE BRIDGE MILL AVE	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	68	75	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing, Inattentive or Other Distract	No Contributing Factors	Traffic Signal	Traffic Signal
6153753	Cherokee Co Sheriff's Office	3/16/2017 CHEROKEE BELLS FERRY RD	WOOTEN DR	0	0	Not A Collision with Motor Vehicle	Dark/ Not Lighted	Dry	51	-1	Straight	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6155667	Cherokee Co Sheriff's Office	3/18/2017 CHEROKEE BELLS FERRY RD	VILLA CREEK PKWY	0	0	Rear End	Daylight	Dry	20	49	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Lanes	Lanes
6158013	Cherokee Co Sheriff's Office	3/21/2017 CHEROKEE BRIDGE MILL AVE	BELLS FERRY RD	0	0	Angle	Dark/ Not Lighted	Dry	48	19	Entering/Leaving Driveway	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
6161298	Canton Police Department	1/21/2017 CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Angle	Daylight	Wet	24	78	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Disregard Stop Sign/Signal, Too Fast For Conditions	No Contributing Factors	Traffic Signal	Traffic Signal
6163669	Cherokee Co Sheriff's Office	3/24/2017 CHEROKEE BELLS FERRY RD	AIR STRIP DR	0	0	Not A Collision with Motor Vehicle	Dark/ Not Lighted	Dry	43	-1	Negotiating A Curve	N/A	Ditch	Ditch	1	0	0	0	Exceeding Speed Limit, Driver Condition, Too Fast For Conditions, Inattentive or Other Distract	N/A	Lanes	N/A
6170346	Cherokee Co Sheriff's Office	3/29/2017 CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Angle	Daylight	Dry	17	50	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Distracted	No Contributing Factors	Traffic Signal	Traffic Signal
6172821	Cherokee Co Sheriff's Office	3/31/2017 CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	60	71	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Stop Sign	Stop Sign
6174328	Cherokee Co Sheriff's Office	3/31/2017 CHEROKEE BELLS FERRY RD	WOOTEN DR	2	0	Rear End	Dark/ Not Lighted	Dry	36	51	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Following too Close	No Contributing Factors	Lanes	Lanes
6184825	Cherokee Co Sheriff's Office	4/8/2017 CHEROKEE BELLS FERRY RD	N PINCREST DR	0	0	Angle	Dark/ Not Lighted	Dry	46	23	Straight	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield, Wrong Side of Road	No Contributing Factors	Lanes	Lanes
6193728	Cherokee Co Sheriff's Office	4/14/2017 CHEROKEE BELLS FERRY RD	MARINA CT	0	0	Rear End	Daylight	Dry	20	67	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Lanes	Lanes
6194347	Cherokee Co Sheriff's Office	4/14/2017 CHEROKEE BRIDGE MILL AVE	BELLS FERRY RD	2	0	Rear End	Daylight	Dry	18	40	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	2	Following too Close, Distracted	No Contributing Factors	No Control Present	No Control Present
6195074	Cherokee Co Sheriff's Office	4/15/2017 CHEROKEE BELLS FERRY RD	CESSNA DR	1	0	Rear End	Daylight	Dry	37	40	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	0	0	Following too Close, Driver Lost Control, Distracted, Inattentive or Other Distract	No Contributing Factors	Lanes	Lanes
6195778	Cherokee Co Sheriff's Office	4/16/2017 CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	1	0	Not A Collision with Motor Vehicle	Dark/ Not Lighted	Dry	20	-1	Straight	N/A	Ditch	Ditch	1	0	1	0	Driver Lost Control, Distracted, Cell Phone	N/A	Lanes	N/A
6197776	Cherokee Co Sheriff's Office	4/17/2017 CHEROKEE SIXES RD		0	0	Rear End	Daylight	Dry	30	52	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Traffic Signal	Traffic Signal
6197781	Cherokee Co Sheriff's Office	4/17/2017 CHEROKEE BELLS FERRY RD	MARINA CT	0	0	Sideswipe-Opposite Direction	Daylight	Dry	54	54	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6208299	Cherokee Co Sheriff's Office	4/26/2017 CHEROKEE BELLS FERRY RD	SADDLE BRIDGE AVE	0	0	Angle	Daylight	Dry	24	38	Turning Left	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
6210494	Cherokee Co Sheriff's Office	4/28/2017 CHEROKEE 9550 BELLS FERRY RD		0	0	Rear End	Daylight	Dry	43	-1	Backing	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Misjudged Clearance, Improper Backing	No Contributing Factors	No Control Present	No Control Present
6215256	Cherokee Co Sheriff's Office	5/2/2017 CHEROKEE WOOTEN DR	BELLS FERRY RD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	18	-1	Turning Left	N/A	Other - Fixed Object	Other - Fixed Object	1	0	0	1	Driver Lost Control	N/A	No Control Present	N/A
6221872	Cherokee Co Sheriff's Office	5/7/2017 CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	29	-1	Straight	N/A	Other - Fixed Object	Other - Fixed Object	0	0	0	0	Driver Lost Control	N/A	Lanes	N/A
6227027	Cherokee Co Sheriff's Office	5/9/2017 CHEROKEE BELLS FERRY RD	FOWLER ST	0	0	Not A Collision with Motor Vehicle	Dusk	Dry	22	-1	Straight	N/A	Culvert	Culvert	1	0	0	0	Inattentive or Other Distract	N/A	Lanes	N/A
6231979	Cherokee Co Sheriff's Office	5/13/2017 CHEROKEE BELLS FERRY RD	WOOTEN DR	5	0	Head On	Daylight	Wet	22	74	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	3	2	Wrong Side of Road, Driver Lost Control	No Contributing Factors	Lanes	Lanes
6232569	Cherokee Co Sheriff's Office	5/14/2017 CHEROKEE FAYE DR	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	51	-1	Making U-turn	N/A	Ditch	Ditch	1	0	0	0	Misjudged Clearance	N/A	No Control Present	N/A
6240683	Cherokee Co Sheriff's Office	5/19/2017 CHEROKEE 3780 SIXES RD		0	0	Angle	Daylight	Dry	46	37	Backing	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
6243237	Cherokee Co Sheriff's Office	5/18/2017 CHEROKEE 3785 SIXES RD		0	0	Rear End	Daylight	Dry	32	20	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
6252196	Cherokee Co Sheriff's Office	5/27/2017 CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	18	-1	Negotiating A Curve	N/A	Mailbox	Mailbox	1	0	0	0	Driver Lost Control, Too Fast For Conditions, Distracted	N/A	Lanes	N/A
6259325	Cherokee Co Sheriff's Office	6/2/2017 CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Not A Collision with Motor Vehicle	Dark/ Lighted	Dry	33	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6262120	Cherokee Co Sheriff's Office	6/5/2017 CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Not A Collision with Motor Vehicle	Dark/ Not Lighted	Wet	17	-1	Straight	N/A	Other - Fixed Object	Other - Fixed Object	1	0	0	0	Under the Influence (U.I.)	N/A	Lanes	N/A
6262981	Cherokee Co Sheriff's Office	6/5/2017 CHEROKEE GOLDMILL RIDGE	BELLS FERRY ROAD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet		-1	Turning Right	N/A	Other - Fixed Object	Other - Fixed Object	1	0	0	0	Too Fast For Conditions, Inattentive or Other Distract	N/A	Stop Sign	N/A
6267289	Cherokee Co Sheriff's Office	6/8/2017 CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	31		Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distract	No Contributing Factors	Traffic Signal	Traffic Signal
6269091	Cherokee Co Sheriff's Office	6/10/2017 CHEROKEE 6986 BELLS FERRY RD		0	0	Angle	Daylight	Dry														

6300183	Cherokee Co Sheriff's Office	7/6/2017	CHEROKEE BELLS FERRY RD	VILLA CHASE	0	0	Rear End	Daylight	Wet	17	24	Straight	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6300813	Cherokee Co Sheriff's Office	7/6/2017	CHEROKEE 3760 SIXES RD		0	0	Rear End	Daylight	Wet	16	-1	Backing	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present	
6307407	Cherokee Co Sheriff's Office	7/12/2017	CHEROKEE BRIDGE MILL AVE	BELLS FERRY RD	0	0	Angle	Daylight	Dry	14	35	Entering/Leaving Driveway	Negotiating A Curve	Pedacycle	Pedacycle	2	0	0	0	Failed to Yield	No Contributing Factors	No Control Present	No Control Present	
6323549	Gsp Post00	7/24/2017	CHEROKEE BELLS FERRY ROAD	GEOURGIA S	0	0	Angle	Daylight	Dry	35	63	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal	
6325071	Canton Police Department	7/5/2017	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Angle	Daylight	Dry	16	64	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal	
6325941	Cherokee Co Sheriff's Office	7/26/2017	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	64	-1	Negotiating A Curve	N/A	Tree	Tree	1	0	0	0	Driver Lost Control/Other	N/A	Lanes	N/A	
6326236	Cherokee Co Sheriff's Office	7/26/2017	CHEROKEE BELLS FERRY RD	N PINECREST DR	1	0	Sideswipe-Same Direction	Daylight	Dry	78	65	Straight	Stopped	Median Barrier	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Too Fast For Conditions, Not Visible (Object, Pers on,	No Contributing Factors	Lanes	Lanes
6329539	Cherokee Co Sheriff's Office	7/29/2017	CHEROKEE WOOTEN DR	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	62	36	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Stop Sign	Stop Sign	
6330878	Cherokee Co Sheriff's Office	7/30/2017	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Angle	Daylight	Dry	16	16	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal	
6337120	Canton Police Department	5/11/2017	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Rear End	DarkLighted	Dry	54	34	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Lanes	Lanes	
6345964	Cherokee Co Sheriff's Office	8/7/2017	CHEROKEE BELLS FERRY RD		0	0	Rear End	Daylight	Wet	28	28	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close, Too Fast For Conditions	No Contributing Factors	Lanes	Lanes	
6346520	Cherokee Co Sheriff's Office	8/8/2017	CHEROKEE BELLS FERRY RD	CENNA DR	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	17	-1	Straight	N/A	Pedestrian	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Misjudged Clearance	Other	Lanes	Lanes
6350234	Cherokee Co Sheriff's Office	8/11/2017	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Rear End	Daylight	Wet	34	48	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Aggressive Driving	No Contributing Factors	Lanes	Lanes	
6350343	Cherokee Co Sheriff's Office	8/11/2017	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Dry	40	61	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6351217	Cherokee Co Sheriff's Office	8/12/2017	CHEROKEE MARIETTA HIGHWAY	MARIETTA HIGHWAY	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	51	-1	Turning Right	N/A	Curb	Curb	1	0	0	0	Misjudged Clearance	N/A	Lanes	N/A	
6359824	Cherokee Co Sheriff's Office	8/19/2017	CHEROKEE BELLS FERRY RD	MARINA CT	1	0	Rear End	Daylight	Dry	16	25	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	1	Following too Close, Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes	
6359865	Cherokee Co Sheriff's Office	8/18/2017	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	1	0	Angle	Daylight	Dry	52	33	Changing Lanes	Passing	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	0	Wrong Side of Road, Changed Lanes Improperly	Wrong Side of Road	Lanes	Lanes	
6361466	Cherokee Co Sheriff's Office	8/20/2017	CHEROKEE BELLS FERRY RD	MARINA CT	2	0	Sideswipe-Same Direction	Daylight	Dry	33	50	Negotiating A Curve	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	1	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6366657	Gsp Post00	8/24/2017	CHEROKEE BELLS FERRY RD	PRIVATE DRIVE 9656	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	26	-1	Straight	N/A	Animal	Animal	1	0	0	0	No Contributing Factors	N/A	No Control Present	N/A	
6367041	Cherokee Co Sheriff's Office	8/25/2017	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	36	48	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Inattentive or Other Distracti	No Contributing Factors	Yield Sign	Yield Sign	
6368647	Cherokee Co Sheriff's Office	8/26/2017	CHEROKEE BELLS FERRY RD	VILLA CREEK PKWY	0	0	Rear End	Daylight	Wet	33	59	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6370451	Cherokee Co Sheriff's Office	8/28/2017	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	49	34	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal	
6373644	Cherokee Co Sheriff's Office	8/30/2017	CHEROKEE BELLS FERRY RD	FAYE DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	30	-1	Changing Lanes	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Driver Lost Control, Changed Lanes Improperly	N/A	Lanes	N/A	
6374181	Cherokee Co Sheriff's Office	8/30/2017	CHEROKEE BELLS FERRY RD	9550 BELLS FERRY ROAD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	16	-1	Turning Right	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Improper Turn	N/A	Lanes	N/A	
6385309	Cherokee Co Sheriff's Office	9/8/2017	CHEROKEE 3760 SIXES RD		0	0	Sideswipe-Opposite Direction	Daylight	Ice/ Frost	41	-1	Turning Left	Parked	Parked Motor Vehicle	Motor Vehicle In Motion	2	0	0	0	Misjudged Clearance	No Contributing Factors	No Control Present	No Control Present	
6386418	Cherokee Co Sheriff's Office	9/9/2017	CHEROKEE BELLS FERRY RD	RIDGE PINE DR	0	0	Rear End	Daylight	Dry	18	46	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close, Driver Lost Control	No Contributing Factors	Lanes	Lanes	
6393435	Gsp Post00	9/12/2017	CHEROKEE BELLS FERRY RD		1	0	Not A Collision with Motor Vehicle	Daylight	Wet	63	-1	Negotiating A Curve	N/A	Utility Pole	Utility Pole	1	0	0	1	No Contributing Factors	N/A	Other	N/A	
6393612	Cherokee Co Sheriff's Office	9/15/2017	CHEROKEE BELLS FERRY RD	MARIETTA HWY	0	0	Rear End	Daylight	Dry	69	63	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Traffic Signal	Traffic Signal	
6397110	Cherokee Co Sheriff's Office	9/18/2017	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Angle	Daylight	Dry	37	45	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Lanes	
6398855	Cherokee Co Sheriff's Office	9/20/2017	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Sideswipe-Opposite Direction	Daylight	Dry	51	24	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	No Passing Zone	No Passing Zone	
6399930	Cherokee Co Sheriff's Office	9/20/2017	CHEROKEE 3780 BELLS FERRY RD		0	0	Rear End	Daylight	Dry	75	45	Entering/Leaving Driveway	Entering/Leaving Driveway	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6401192	Cherokee Co Sheriff's Office	9/21/2017	CHEROKEE BELLS FERRY RD	BRIDGE MILL AVE	0	0	Rear End	Daylight	Dry	19	42	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6405837	Cherokee Co Sheriff's Office	9/25/2017	CHEROKEE BELLS FERRY RD	BRIDGE MILL AVE	1	0	Rear End	Daylight	Dry	16	36	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	1	Following too Close, Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes	
6406674	Cherokee Co Sheriff's Office	9/26/2017	CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Angle	Daylight	Dry	58	35	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Lanes	
6412186	Gsp Post00	9/30/2017	CHEROKEE BRIDGE MILL PKWY	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	23	51	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal	
6416798	Cherokee Co Sheriff's Office	10/4/2017	CHEROKEE SIXES RD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	33	56	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close, Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal	
6421460	Cherokee Co Sheriff's Office	10/8/2017	CHEROKEE BELLS FERRY RD	HOWLER ST	4	0	Not A Collision with Motor Vehicle	Daylight	Wet	29	-1	Straight	N/A	Ditch	Ditch	1	0	0	4	No Contributing Factors	N/A	Lanes	N/A	
6426034	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FAYE DR	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	63	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
6437055	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Angle	Daylight	Dry	22	33	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	No Control Present	Lanes	
6437178	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SIXES ROAD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	70	-1	Straight	N/A	Animal	Animal	1	0	0	0	Reaction to Object or Animal	N/A	No Control Present	N/A	
6437554	Cherokee Co Sheriff's Office	#####	CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	50	-1	Straight	N/A	Deer	Deer	0	0	0	0	Reaction to Object or Animal	N/A	Stop Sign	N/A	
6441190	Cherokee Co Sheriff's Office	#####	CHEROKEE LIBERTY RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	30	48	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Other Interior Distraction (I)	No Contributing Factors	Lanes	Lanes	
6441947	Gsp Post00	#####	CHEROKEE BELLS FERRY RD	PRIVATE DRIVE 1592	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	24	-1	Straight	N/A	Culvert	Culvert	1	0	0	0	No Contributing Factors	N/A	No Control Present	N/A	
6444007	Gsp Post00	#####	CHEROKEE LIBERTY ELEMENTARY ROAD	PRIVATE DRIVE 10490	0	0	Angle	Daylight	Dry	56	37	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Stop Sign	No Control Present	
6445730	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	HOLLY ST	3	0	Angle	Daylight	Dry	19	43	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	1	2	Wrong Side of Road, Driver Condition	No Contributing Factors	Lanes	Lanes	
6447196	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	29	32	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	0	Following too Close	No Contributing Factors	Lanes	Lanes	
6457863	Cherokee Co Sheriff's Office	11/3/2017	CHEROKEE SIXES RD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	49	70	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
6458920	Cherokee Co Sheriff's Office	11/3/2017	CHEROKEE BELLS FERRY RD	MARINA CT	0	0	Sideswipe-Opposite Direction	DarkNot Lighted	Dry	39	62	Negotiating A Curve	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Under the Influence (U.I.) Wrong Side of Road	No Contributing Factors	Lanes	Lanes	
6459027	Gsp Post00	11/2/2017	CHEROKEE BUTTERWORTH ROAD	BELLS FERRY ROAD	0	0	Rear End	Dawn	Dry	16	68	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal	
6460568	Cherokee Co Sheriff's Office	11/6/2017	CHEROKEE BELLS FERRY RD	VILLA CHASE	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	39	-1	Straight	N/A	Deer	Deer	1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A	
6465898	Cherokee Co Sheriff's Office	11/9/2017	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Wet	29	37	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal	
6468918	Cherokee Co Sheriff's Office	#####	CHEROKEE ALABAMA RD	BELLS FERRY RD	0	0	Angle	DarkLighted	Dry	17	55	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes	
6474292	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	25	-1	Straight	N/A	Animal	Animal	1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A	
6474827	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	43	-1	Straight	N/A	Deer	Deer	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A	
6480794	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	45	-1	Straight	N/A	Bridge/Parapet End	Bridge/Parapet End	1	0	0	0	Under the Influence (U.I.) Wrong Side of Road	N/A	Lanes	N/A	
6480917	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	57	-1	Straight	N/A	Deer	Deer	1								

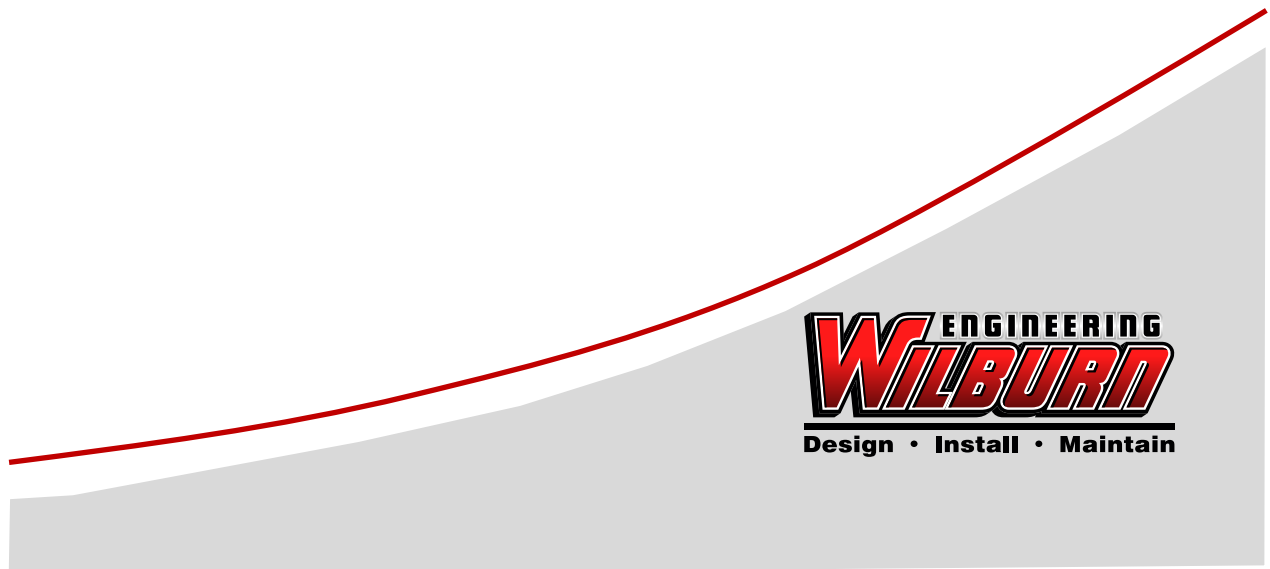
6559464	Cherokee Co Sheriff's Office	1/19/2018	CHEROKEE BELLS FERRY RD	GOLD MILL RDG	2	0	Angle	Daylight	Dry	19	17	Changing Lanes	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
6562522	Cherokee Co Sheriff's Office	1/22/2018	CHEROKEE BELLS FERRY RD	BOXWOOD LN	1	0	Rear End	Daylight	Wet	17	37	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
6562818	Gsp Post00	1/22/2018	CHEROKEE STEEL'S BRIDGE ROAD	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	34	42	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Stop Sign	Stop Sign
6572196	Cherokee Co Sheriff's Office	1/30/2018	CHEROKEE BELLS FERRY RD	VILLA CHASE	0	0	Rear End	Daylight	Dry	17	19	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6573896	Cherokee Co Sheriff's Office	1/31/2018	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Rear End	Daylight	Dry	0	40	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Other Interior Distraction (D	No Contributing Factors	Traffic Signal	Traffic Signal
6574669	Cherokee Co Sheriff's Office	2/1/2018	CHEROKEE BELLS FERRY RD	WOOTEN DR	2	0	Angle	DarkNot Lighted	Dry	53	45	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6581140	Cherokee Co Sheriff's Office	2/9/2018	CHEROKEE BELLS FERRY RD	STEEL BRIDGE RD	2	0	Angle	Daylight	Dry	17	65	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6586033	Cherokee Co Sheriff's Office	2/9/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	1	0	Angle	Daylight	Dry	53	20	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	0	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Lanes
6587713	Gsp Post00	2/11/2018	CHEROKEE BELLS FERRY RD	PRIVATE DRIVE 8030	0	0	Rear End	Dusk	Wet	17	43	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
6591710	Gsp Post00	2/13/2018	CHEROKEE SIXES ROAD	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	18	40	Stopped	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6592012	Canton Police Department	11/6/2017	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Angle	Daylight	Dry	66	24	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Turn	No Contributing Factors	Lanes	Lanes
6597616	Cherokee Co Sheriff's Office	2/18/2018	CHEROKEE BELLS FERRY RD	0	0	0	Sideswipe-Opposite Direction	DarkNot Lighted	Wet	29	-1	Straight	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	Other	Lanes	Lanes
6604126	Canton Police Department	1/12/2018	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY RD	2	0	Head On	Dawn	Wet	40	46	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	1	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6612777	Cherokee Co Sheriff's Office	2/27/2018	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	64	17	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6616979	Gsp Post00	3/1/2018	CHEROKEE BELLS FERRY ROAD	0	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	38	-1	Turning Left	N/A	Ditch	Ditch	1	0	0	0	No Contributing Factors	N/A	Other	N/A
6619415	Gsp Post00	3/3/2018	CHEROKEE BELLS FERRY ROAD	HOLLY STREET	2	0	Angle	Daylight	Dry	26	76	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	1	No Contributing Factors	No Contributing Factors	Stop Sign	No Control Present
6619458	Cherokee Co Sheriff's Office	3/4/2018	CHEROKEE BELLS FERRY RD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	18	55	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6624547	Cherokee Co Sheriff's Office	3/7/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	1	0	Angle	Daylight	Dry	23	46	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
6628179	Cherokee Co Sheriff's Office	3/11/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	38	-1	Negotiating A Curve	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Under the Influence (U.I.),Driver Lost Control	N/A	Lanes	N/A
6635765	Cherokee Co Sheriff's Office	3/16/2018	CHEROKEE BELLS FERRY RD	LIBERTY RD	1	0	Rear End	Daylight	Dry	18	70	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
6645917	Cherokee Co Sheriff's Office	3/23/2018	CHEROKEE BELLS FERRY RD	SIXES RD	2	0	Angle	Daylight	Dry	31	45	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6650840	Gsp Post00	3/28/2018	CHEROKEE BELLS FERRY ROAD	BUTTERWORTH ROAD	0	0	Rear End	DarkNot Lighted	Dry	30	27	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Traffic Signal	Traffic Signal
6651258	Cherokee Co Sheriff's Office	3/29/2018	CHEROKEE BELLS FERRY RD	MARIETTA HWY	0	0	Rear End	Daylight	Dry	65	65	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6651579	Cherokee Co Sheriff's Office	3/29/2018	CHEROKEE BELLS FERRY RD	9550 BELLS FERRY ROAD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	22	-1	Straight	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Driver Lost Control,Too Fast For Conditions	N/A	Lanes	N/A
6652512	Cherokee Co Sheriff's Office	3/30/2018	CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	54	-1	Straight	N/A	Deer	N/A	1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6652227	Cherokee Co Sheriff's Office	3/30/2018	CHEROKEE BRIDGEMILL AVE	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	16	45	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6652811	Cherokee Co Sheriff's Office	3/30/2018	CHEROKEE HOLLY ST	BELLS FERRY RD	0	0	Rear End	DarkNot Lighted	Dry	18	39	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6657440	Cherokee Co Sheriff's Office	4/3/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Angle	Daylight	Dry	50	64	Turning Left	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
6655572	Cherokee Co Sheriff's Office	4/10/2018	CHEROKEE BELLS FERRY RD	VILLA CREEK PKWY	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	63	-1	Straight	N/A	Mailbox	Mailbox	1	0	0	0	Misjudged Clearance	N/A	Lanes	N/A
6678760	Cherokee Co Sheriff's Office	4/18/2018	CHEROKEE 3760 SIXES RD	0	0	0	Angle	Daylight	Dry	43	-1	Parked	N/A	Parked Motor Vehicle	Parked Motor Vehicle	1	0	0	0	No Contributing Factors	N/A	No Control Present	N/A
6681338	Cherokee Co Sheriff's Office	4/22/2018	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Wet	16	43	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6682871	Cherokee Co Sheriff's Office	4/23/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	20	-1	Negotiating A Curve	N/A	Ditch	Ditch	1	0	0	0	Driver Lost Control	N/A	Lanes	N/A
6685162	Cherokee Co Sheriff's Office	4/25/2018	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Rear End	Daylight	Dry	22	36	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Inattentive or Other Distraction	No Contributing Factors	Lanes	Lanes
6685525	Cherokee Co Sheriff's Office	4/25/2018	CHEROKEE BELLS FERRY RD	AIR STRIP DR	1	0	Rear End	Daylight	Dry	17	37	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
6702036	Cherokee Co Sheriff's Office	5/9/2018	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Dry	16	16	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6705022	Cherokee Co Sheriff's Office	5/11/2018	CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	2	0	Angle	DarkNot Lighted	Dry	65	70	Turning Right	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	1	0	Failed to Yield	Too Fast For Conditions,Not Visible (Object)	Stop Sign	Lanes
6714206	Cherokee Co Sheriff's Office	5/16/2018	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Angle	Daylight	Dry	35	Turning Left	Straight	Median Barrier	Median Barrier	2	0	0	0	Failed to Yield,Disregard Stop Sign/Signal	No Contributing Factors	Stop Sign	Lanes	
6720402	Cherokee Co Sheriff's Office	5/22/2018	CHEROKEE 3785 SIXES RD	0	0	0	Sideswipe-Opposite Direction	Daylight	Dry	19	74	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	No Control Present
6725515	Cherokee Co Sheriff's Office	5/26/2018	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Head On	Daylight	Dry	55	38	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6739658	Cherokee Co Sheriff's Office	6/7/2018	CHEROKEE 3785 BELLS FERRY RD	0	0	0	Angle	Daylight	Dry	73	25	Backing	Backing	Motor Vehicle In Motion	Other - Fixed Object	2	0	0	0	Improper Backing	Improper Backing	No Control Present	No Control Present
6761013	Canton Police Department	5/7/2018	CHEROKEE BELLS FERRY ROAD	MARIETTA HIGHWAY	0	0	Angle	Daylight	Dry	19	32	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6763696	Cherokee Co Sheriff's Office	6/21/2018	CHEROKEE BELLS FERRY RD	RIDGE RD	2	0	Rear End	Daylight	Dry	19	52	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	1	Occupant Distraction (Distract	No Contributing Factors	Lanes	Lanes
6766229	Cherokee Co Sheriff's Office	6/23/2018	CHEROKEE BELLS FERRY RD	SIXES RD	4	0	Head On	Daylight	Dry	40	67	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	2	2	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
6770560	Cherokee Co Sheriff's Office	6/26/2018	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Wet	27	-1	Straight	N/A	Motor Vehicle In Motion	Motor Vehicle In Motion	1	0	0	0	Under the Influence (U.I.)	N/A	Lanes	N/A
6773721	Cherokee Co Sheriff's Office	6/28/2018	CHEROKEE BELLS FERRY RD	VILLA CREEK PKWY	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	28	-1	Negotiating A Curve	N/A	Curb	Curb	1	0	0	0	Too Fast For Conditions,Inattentive or Other Distracti	N/A	Lanes	N/A
6779861	Cherokee Co Sheriff's Office	7/4/2018	CHEROKEE BELLS FERRY RD	MARINA CT	5	0	Rear End	Daylight	Dry	42	53	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	5	Following too Close	No Contributing Factors	Lanes	Lanes
6783135	Cherokee Co Sheriff's Office	7/7/2018	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	27	-1	Straight	N/A	Deer	Deer	1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
6783630	Cherokee Co Sheriff's Office	7/8/2018	CHEROKEE 6986 BELLS FERRY RD	0	0	0	Angle	Daylight	Dry	55	38	Backing	Backing	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	Improper Backing	No Control Present	No Control Present
6784013	Cherokee Co Sheriff's Office	7/8/2018	CHEROKEE BRIDGEMILL AVE	BELLS FERRY RD	0	0	Head On	Daylight	Dry	34	35	Turning Left	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Driver Lost Control	No Contributing Factors	Traffic Signal	Traffic Signal
6791956	Cherokee Co Sheriff's Office	7/14/2018	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	3	0	Angle	Daylight	Dry	16	25	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	3	Combo	No Contributing Factors	Traffic Signal	Traffic Signal
6792300	Cherokee Co Sheriff's Office	7/15/2018	CHEROKEE 3760 SIXES RD	0	0	0	Angle	Daylight	Dry	88	47	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Other	Other
6793213	Cherokee Co Sheriff's Office	7/16/2018	CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	23	70	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Stop Sign	Stop Sign
6800353	Cherokee Co Sheriff's Office	7/22/2018	CHEROKEE BELLS FERRY RD	HOLLY ST	1	0	Angle	Daylight	Dry	54	31	Turning Left	Negotiating A Curve	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Under the Influence (U.I.),Failed to Yield	No Contributing Factors	Stop Sign	Lanes
6802284	Cherokee Co Sheriff's Office	7/23/2018	CHEROKEE 3775 SIXES RD	0	0	0	Angle	Daylight	Dry	54	-1	Entering/Leaving Parking	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Misjudged Clearance	No Contributing Factors	No Control Present	No Control Present
6802327	Cherokee Co Sheriff's Office	7/23/2018	CHEROKEE 8504 BELLS FERRY RD	0	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	42	-1	Parked	N/A	Ditch	Ditch	1	0	0	0	Other	N/A	No Control Present	N/A
6808041	Cherokee Co Sheriff's Office	7/28/2018	CHEROKEE BELLS FERRY RD	LITTLE RIVER MARINA	0	0	Sideswipe-Opposite Direction	Daylight	Dry	42	52	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6818429	Cherokee Co Sheriff's Office	8/4/2018	CHEROKEE BELLS FERRY RD	GOLD MILL RDG	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	73	0	Negotiating A Curve	Turning Left	Curb	Curb	2	0	0	0	Reaction to Object or Animal	Failed to Yield	Lanes	Stop Sign
6822199	Canton Police Department	7/21/2018	CHEROKEE MARIETTA HIGHWAY	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	27	52	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
6823362	Cherokee Co Sheriff's Office	8/7/2018	CHEROKEE BELLS FERRY RD	LITTLE RIVER BRIDGE	0	0	Sideswipe-Opposite Direction	Daylight	Dry	21	33	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6825833	Gsp Post00	8/8/2018	CHEROKEE BELLS FERRY ROAD	HOLLY STREET	0	0	Rear End	Daylight	Wet	55	17	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Fast For Conditions	No Contributing Factors	Lanes	Lanes
6826000	Cherokee Co Sheriff's Office	8/9/2018	CHEROKEE BELLS FERRY RD	HARBIN ST	0	0	Rear End	Daylight	Dry	22	20	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6827614	Cherokee Co Sheriff's Office	8/10/2018	CHEROKEE MARINA CT	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	36	70	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	1	Following too Close	No Contributing Factors	Lanes	Lanes
6827624	Cherokee Co Sheriff's Office	8/10/2018	CHEROKEE BELLS FERRY RD	SIXES RD	0	0	Angle	Daylight	Dry	50	40	Changing Lanes	Straight</										

6871718	Canton Police Department	9/12/2018	CHEROKEE	MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Rear End	Daylight	Dry	59	68	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Occupant Distraction (Distract)	No Contributing Factors	Lanes	Lanes
6883687	Cherokee Co Sheriff's Office	9/22/2018	CHEROKEE	BELLS FERRY RD	SIXES RD	0	0	Angle	Daylight	Dry	50	23	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
6888482	Cherokee Co Sheriff's Office	9/25/2018	CHEROKEE	SIXES RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	47	-1	Entering/Leaving Driveway	N/A	Work Zone/Maintenance Equipment		1	0	0	0	No Contributing Factors	N/A	No Control Present	N/A
6893290	Cherokee Co Sheriff's Office	9/28/2018	CHEROKEE	BELLS FERRY RD	LITTLE DEER RUN	0	0	Rear End	Daylight	Dry	17	17	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6894910	Canton Police Department	9/28/2018	CHEROKEE	MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Sideswipe-Opposite Direction	Daylight	Dry	0	55	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
6902506	Cherokee Co Sheriff's Office	10/5/2018	CHEROKEE	BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	29	-1	Straight	N/A	Deer		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
6910825	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	MARINA CT	0	0	Rear End	Daylight	Dry	66	57	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6915794	Cherokee Co Sheriff's Office	#####	CHEROKEE	10515 BELLS FERRY RD		0	0	Rear End	Daylight	Dry	60	34	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Vision Obscured	No Contributing Factors	Stop Sign	Stop Sign
6925223	Gsp Post00	#####	CHEROKEE	BELLS FERRY ROAD	SIXES ROAD	0	0	Angle	Daylight	Dry	44	32	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors,Failed to Yield	No Contributing Factors	Lanes	Lanes
6933387	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	WOOTEN DR	0	0	Rear End	Daylight	Dry	25	33	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
6937115	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD		0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	23	-1	Other	N/A	Motor Vehicle In Motion		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
6943581	Gsp Post00	11/27/2018	CHEROKEE	BELLS FERRY ROAD	SIXES ROAD	0	0	Sideswipe-Same Direction	Daylight	Dry	36	26	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Other	Other	Lanes	Lanes
6948102	Gsp Post00	11/5/2018	CHEROKEE	BELLS FERRY ROAD	LIBERTY ROAD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	37	-1	Straight	N/A	Animal		1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6951200	Cherokee Co Sheriff's Office	11/8/2018	CHEROKEE	BELLS FERRY RD	SIXES RD	0	0	Rear End	DarkLighted	Wet	40	33	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
6953859	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	SIXES RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	62	-1	Straight	N/A	Tree		1	0	0	0	Driver Lost Control	N/A	Lanes	N/A
6956999	Holly Springs Police Department	#####	CHEROKEE	SIXES ROAD	MARBLE QUARRY ROAD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	39	-1	Straight	N/A	Deer		1	0	1	0	No Contributing Factors	N/A	Traffic Signal	N/A
6963666	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	MARIETTA HWY	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	57	-1	Straight	N/A	Motor Vehicle In Motion		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
6969186	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	11857 BELLS FERRY RD	0	0	Rear End	Daylight	Dry	30	16	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Lanes	Lanes
6972767	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	AIR STRIP DR	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	24	-1	Straight	N/A	Animal		1	0	0	0	No Contributing Factors	N/A	Lanes	N/A
6978588	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	45	-1	Straight	N/A	Animal		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
6984563	Cherokee Co Sheriff's Office	12/2/2018	CHEROKEE	BELLS FERRY RD	11338 BELLS FERRY ROAD	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	61	-1	Negotiating A Curve	N/A	Motor Vehicle In Motion		1	0	0	0	Driver Lost Control	N/A	Lanes	N/A
6998365	Cherokee Co Sheriff's Office	#####	CHEROKEE	RIDGE RD	BELLS FERRY RD	1	0	Angle	Daylight	Wet	16	59	Negotiating A Curve	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Driver Lost Control,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
6999799	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	BUTTERWORTH RD	1	0	Angle	Daylight	Dry	58	69	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Disregard Stop Sign/Signal	No Contributing Factors	Traffic Signal	Traffic Signal
6999882	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	MARINA CT	4	0	Head On	Daylight	Dry	49	45	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	1	3	Wrong Side of Road	No Contributing Factors	Lanes	Lanes
7004200	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	RIDGE RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	53	-1	Straight	N/A	Deer		1	0	0	0	Reaction to Object or Animal	N/A	Traffic Signal	N/A
7006001	Canton Police Department	#####	CHEROKEE	MARIETTA HIGHWAY	BELLS FERRY ROAD	1	0	Rear End	DarkLighted	Wet	23	55	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7008032	Cherokee Co Sheriff's Office	#####	CHEROKEE	SIXES RD	BELLS FERRY RD	2	0	Rear End	Daylight	Dry	40	17	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7011132	Cherokee Co Sheriff's Office	#####	CHEROKEE	N PINECREST DR	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	44	-1	Backing	N/A	Mailbox		1	0	0	0	Vision Obscured	N/A	No Control Present	N/A
7021021	Cherokee Co Sheriff's Office	#####	CHEROKEE	BELLS FERRY RD	GOLDMILL RIDGE	2	0	Angle	Daylight	Dry	55	40	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7034409	Cherokee Co Sheriff's Office	1/8/2019	CHEROKEE	BELLS FERRY RD	SHIELA WAY	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	21	-1	Straight	N/A	Motor Vehicle In Motion		1	0	1	0	Driver Lost Control,Other	N/A	Lanes	N/A
7041958	Gsp Post00	1/12/2019	CHEROKEE	BELLS FERRY ROAD	HOLLY STREET	0	0	Angle	Daylight	Dry	17	49	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7049289	Cherokee Co Sheriff's Office	1/17/2019	CHEROKEE	BELLS FERRY RD	PRESTON GLEN CIR	0	0	Not A Collision with Motor Vehicle	DarkLighted	Wet	29	-1	Straight	N/A	Deer		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
7051404	Cherokee Co Sheriff's Office	1/19/2019	CHEROKEE	10451 BELLS FERRY RD		0	0	Angle	Daylight	Wet	86	-18	Entering/Leaving Parking	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	No Control Present	No Control Present
7058757	Cherokee Co Sheriff's Office	1/25/2019	CHEROKEE	3760 SIXES ROAD RD		0	0	Angle	Daylight	Dry	62	69	Backing	Backing	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
7059686	Cherokee Co Sheriff's Office	1/26/2019	CHEROKEE	BELLS FERRY RD	HARBIN ST	0	0	Rear End	Daylight	Dry	29	72	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7068899	Cherokee Co Sheriff's Office	2/2/2019	CHEROKEE	3760 SIXES RD		0	0	Angle	Daylight	Dry	90	54	Entering/Leaving Parking	Parked	Parked Motor Vehicle	Motor Vehicle In Motion	2	0	0	0	Driver Condition	No Contributing Factors	No Control Present	No Control Present
7068900	Cherokee Co Sheriff's Office	2/1/2019	CHEROKEE	BELLS FERRY RD		0	0	Sideswipe-Opposite Direction	Daylight	Dry	40	17	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Misjudged Clearance	No Contributing Factors	Lanes	Lanes
7069136	Cherokee Co Sheriff's Office	2/1/2019	CHEROKEE	SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	36	56	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7076929	Cherokee Co Sheriff's Office	2/8/2019	CHEROKEE	FOWLER ST	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	21	68	Straight	Backing	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Other	Other	Lanes	Lanes
7087622	Cherokee Co Sheriff's Office	2/16/2019	CHEROKEE	BELLS FERRY RD		0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	29	-1	Straight	N/A	Animal		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
7089241	Cherokee Co Sheriff's Office	2/18/2019	CHEROKEE	BELLS FERRY RD	WOOTEN DR	0	0	Rear End	Daylight	Dry	36	37	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7091091	Cherokee Co Sheriff's Office	2/19/2019	CHEROKEE	11429 BELLS FERRY RD		0	0	Angle	Daylight	Wet	49	75	Backing	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
7102747	Cherokee Co Sheriff's Office	2/27/2019	CHEROKEE	BELLS FERRY RD	LITTLE DEER RUN	0	0	Rear End	Daylight	Wet	38	31	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7103067	Cherokee Co Sheriff's Office	2/27/2019	CHEROKEE	BELLS FERRY RD	LITTLE DEER RUN	0	0	Rear End	Daylight	Wet	23	38	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Too Fast For Conditions	No Contributing Factors	Lanes	Lanes
7107909	Cherokee Co Sheriff's Office	3/11/2019	CHEROKEE	BELLS FERRY RD	LITTLE DEER RUN	2	0	Not A Collision with Motor Vehicle	Daylight	Dry	45	-1	Straight	N/A	Ditch		1	0	1	1	Driver Lost Control,Inattentive or Other Distrac	N/A	Lanes	N/A
7116520	Cherokee Co Sheriff's Office	3/9/2019	CHEROKEE	2200 MARIETTA HWY		0	0	Angle	Daylight	Dry	81	52	Entering/Leaving Parking	Parked	Parked Motor Vehicle	Motor Vehicle In Motion	2	0	0	0	Other	No Contributing Factors	Other	No Control Present
7125807	Canton Police Department	3/16/2019	CHEROKEE	MARIETTA HIGHWAY	MARIETTA ROAD	0	0	Angle	Daylight	Dry	46	16	Entering/Leaving Driveway	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
7132207	Cherokee Co Sheriff's Office	3/20/2019	CHEROKEE	BELLS FERRY RD	BRIDGEMILL AVE	0	0	Rear End	Daylight	Dry	42	48	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7136432	Cherokee Co Sheriff's Office	3/23/2019	CHEROKEE	3760 SIXES RD		0	0	Angle	Dusk	Dry	47	49	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	Parked Improperly	No Control Present	No Control Present
7137008	Cherokee Co Sheriff's Office	3/24/2019	CHEROKEE	BELLS FERRY RD	BRIDGEMILL PKWY	0	0	Angle	Daylight	Dry	19	17	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7141761	Canton Police Department	3/27/2019	CHEROKEE	MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Sideswipe-Same Direction	Daylight	Dry	38	47	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7141842	Canton Police Department	3/27/2019	CHEROKEE	MARIETTA HIGHWAY	BELLS FERRY ROAD	0	0	Sideswipe-Same Direction	Daylight	Dry	38	47	Changing Lanes	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Changed Lanes Improperly	No Contributing Factors	Lanes	Lanes
7144787	Cherokee Co Sheriff's Office	3/29/2019	CHEROKEE	SIXES RD	BELLS FERRY RD	0	0	Angle	DarkNot Lighted	Dry	28	81	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Under the Influence (U.I.)	No Contributing Factors	Stop Sign	Stop Sign
7154424	Cherokee Co Sheriff's Office	4/6/2019	CHEROKEE	BELLS FERRY RD	MARINA CT	5	0	Rear End	Daylight	Dry	31	68	Negotiating A Curve	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	5	Following too Close	No Contributing Factors	Lanes	Lanes
7156740	Cherokee Co Sheriff's Office	4/8/2019	CHEROKEE	BELLS FERRY RD	BRIDGEMILL AVE	0	0	Angle	Daylight	Dry	40	55	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7159124	Cherokee Co																							

7266153	Cherokee Co Sheriff's Office	6/29/2019	CHEROKEE BELLS FERRY RD	WOOTEN DR	2	0	Angle	Daylight	Dry	22	38	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	4	0	0	2	Failed to Yield	No Contributing Factors	Lanes	Lanes
7266441	Cherokee Co Sheriff's Office	6/29/2019	CHEROKEE 3760 SIXES RD		0	0	Sideswipe-Same Direction	Daylight	Dry	0	-1		Parked	Parked Motor Vehicle	Motor Vehicle In Motion	2	0	0	0	Msjudged Clearance	No Contributing Factors	Other	Other
7267197	Cherokee Co Sheriff's Office	6/30/2019	CHEROKEE GOLD MLL RIDGE		0	0	Angle	DarkLighted	Dry	44	-1	Backing	Parked	Parked Motor Vehicle	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
7268358	Cherokee Co Sheriff's Office	7/1/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	51	43	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7276065	Canton Police Department	7/8/2019	CHEROKEE MARIETTA ROAD	BELLS FERRY RD	1	0	Rear End	Daylight	Dry	46	76	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Inattentive or Other Distracti	No Contributing Factors	Lanes	Lanes
7278074	Cherokee Co Sheriff's Office	7/9/2019	CHEROKEE MARIETTA HWY	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	DarkLighted	Dry	25	-1	Straight	N/A	Mailbox	N/A	1	0	0	0	Occupant Dstraction (Dstract	N/A	Traffic Signal	N/A
7281084	Cherokee Co Sheriff's Office	7/12/2019	CHEROKEE BELLS FERRY RD	MARINA CT	0	0	Sideswipe-Opposite Direction	Daylight	Dry	47		Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Msjudged Clearance	No Contributing Factors	Lanes	Lanes
7282720	Cherokee Co Sheriff's Office	7/13/2019	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	49	62	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7285318	Cherokee Co Sheriff's Office	7/15/2019	CHEROKEE BELLS FERRY RD	GOLD MLL RIDGE	0	0	Angle	Daylight	Dry	16	33	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Turn	No Contributing Factors	Lanes	Lanes
7296343	Cherokee Co Sheriff's Office	7/24/2019	CHEROKEE LITTLE DEER RUN	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	41	61	Backing	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Backing	No Contributing Factors	Stop Sign	Stop Sign
7302005	Cherokee Co Sheriff's Office	7/30/2019	CHEROKEE BELLS FERRY RD	STEEL BRIDGE RD	0	0	Angle	Daylight	Dry	36	38	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Lanes
7306704	Cherokee Co Sheriff's Office	8/2/2019	CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	1	0	Rear End	Daylight	Wet	22	34	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	1	Conditions	No Contributing Factors	Lanes	Lanes
7309135	Cherokee Co Sheriff's Office	8/5/2019	CHEROKEE 10451 BELLS FERRY RD		0	0	Angle	Daylight	Dry	40	-1	Parked	Parked	Motor Vehicle In Motion	Parked Motor Vehicle	2	0	0	0	Other	No Contributing Factors	No Control Present	No Control Present
7316447	Cherokee Co Sheriff's Office	8/9/2019	CHEROKEE BELLS FERRY RD	LITTLE DEER RUN	2	0	Head On	Daylight	Dry	53	34	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	1	1	0	Under the Influence (U.I.),Wrong Side of Road	No Contributing Factors	Lanes	Lanes
7322117	Cherokee Co Sheriff's Office	8/15/2019	CHEROKEE 3785 SIXES RD		0	0	Angle	Daylight	Dry	72	49	Turning Right	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	Stop Sign
7322527	Cherokee Co Sheriff's Office	8/16/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	62	24	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7323820	Cherokee Co Sheriff's Office	8/17/2019	CHEROKEE 6986 BELLS FERRY RD		0	0	Angle	Daylight	Dry	54	41	Turning Left	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Msjudged Clearance	No Contributing Factors	No Control Present	No Control Present
7325921	Cherokee Co Sheriff's Office	8/19/2019	CHEROKEE BELLS FERRY RD	MARIETTA HWY	0	0	Angle	Daylight	Dry	23	62	Turning Right	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7327157	Cherokee Co Sheriff's Office	8/19/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	20	52	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Inattentive or Other Distracti	No Contributing Factors	Yield Sign	Yield Sign
7331087	Cherokee Co Sheriff's Office	8/23/2019	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Rear End	Daylight	Dry	66	48	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7331428	Cherokee Co Sheriff's Office	8/24/2019	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Angle	Daylight	Dry	63	44	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Improper Turn	No Contributing Factors	Traffic Signal	Traffic Signal
7335224	Cherokee Co Sheriff's Office	8/27/2019	CHEROKEE BELLS FERRY RD	LIBERTY RD	0	0	Rear End	Daylight	Wet	38	60	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7340001	Cherokee Co Sheriff's Office	9/1/2019	CHEROKEE BRIDGEMLL AVE	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	18	55	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7341082	Cherokee Co Sheriff's Office	9/2/2019	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	1	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	27	-1	Straight	N/A	Embankment		1	0	1	0	Activity - Mobile Device	N/A	Lanes	N/A
7341879	Cherokee Co Sheriff's Office	9/2/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	Daylight	Dry	20	-1	Straight	N/A	Embankment		1	0	0	0	Driver Lost Control	N/A	Lanes	N/A
7345184	Cherokee Co Sheriff's Office	9/5/2019	CHEROKEE BELLS FERRY RD	BRIDGEMLL PKWY	3	0	Angle	Daylight	Dry	17	19	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	2	1	Failed to Yield,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7346782	Cherokee Co Sheriff's Office	9/6/2019	CHEROKEE BELLS FERRY RD	RIDGE RD	0	0	Rear End	Daylight	Dry	17	68	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Vision Obscured	No Contributing Factors	Traffic Signal	Traffic Signal
7351403	Cherokee Co Sheriff's Office	9/11/2019	CHEROKEE BELLS FERRY RD	STEEL BRIDGE RD	2	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	19	-1	Straight	N/A	Embankment		1	1	1	0	Driver Lost Control,Driver Condition	N/A	Lanes	N/A
7354431	Cherokee Co Sheriff's Office	9/13/2019	CHEROKEE BELLS FERRY RD		0	0	Rear End	Daylight	Dry	20	62	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7355805	Cherokee Co Sheriff's Office	9/15/2019	CHEROKEE BELLS FERRY RD	BUTTERWORTH RD	0	0	Rear End	Daylight	Dry	25	49	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7359878	Cherokee Co Sheriff's Office	9/18/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	49	52	Turning Right	Turning Right	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7360708	Cherokee Co Sheriff's Office	9/19/2019	CHEROKEE 12470 BELLS FERRY RD		0	0	Rear End	Daylight	Dry	24	32	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7374128	Cherokee Co Sheriff's Office	9/30/2019	CHEROKEE 3760 SIXES RD		0	0	Angle	Daylight	Dry	32	62	Backing	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	No Contributing Factors	No Contributing Factors	Lanes	Lanes
7374204	Cherokee Co Sheriff's Office	9/30/2019	CHEROKEE BELLS FERRY RD	MARIETTA HWY	0	0	Rear End	Daylight	Dry	56	51	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7377307	Cherokee Co Sheriff's Office	10/2/2019	CHEROKEE SIXES RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	17	32	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Inattentive or Other Distracti	No Contributing Factors	Traffic Signal	Traffic Signal
7381130	Cherokee Co Sheriff's Office	10/6/2019	CHEROKEE BUTTERWORTH RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	38	33	Turning Right	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7383976	Cherokee Co Sheriff's Office	10/8/2019	CHEROKEE 3760 SIXES RD		0	0	Angle	DarkLighted	Dry	21	-1	Entering/Leaving Parking	Parked	Motor Vehicle In Motion	Parked Motor Vehicle	2	0	0	0	Parked Improperly,Msjudged Clearance	No Contributing Factors	Other	Other
7386439	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	BOXWOOD LN	0	0	Rear End	Daylight	Dry	18	50	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Inattentive or Other Distracti	No Contributing Factors	No Passing Zone	No Passing Zone
7386817	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SHEILA WAY	0	0	Angle	Daylight	Dry	46	56	Turning Left	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Stop Sign	No Control Present
7387707	Canton Police Department	#####	CHEROKEE BELLS FERRY ROAD	MARIETTA HIGHWAY	0	0	Rear End	Daylight	Dry	23	28	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7388789	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	VILLA CHASE	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	30	-1	Straight	N/A	Deer		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
7389431	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	SADDLE BRIDGE AVE	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	28	-1	Negotiating A Curve	N/A	Motor Vehicle In Motion		1	0	0	0	Lost Control,Reckless Driving	N/A	Lanes	N/A
7389567	Cherokee Co Sheriff's Office	#####	CHEROKEE 1000 PRESTON GLEN CIR		0	0	Rear End	DarkLighted	Wet	29	-1	Backing	Parked	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Msjudged Clearance	No Contributing Factors	No Control Present	No Control Present
7391835	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	LIBERTY RD	1	0	Not A Collision with Motor Vehicle	Daylight	Dry	56	-1	Turning Left	N/A	Pedestrian	Motor Vehicle In Motion	1	0	0	1	Improper Turn,Vision Obscured	No Contributing Factors	Other	Other
7399391	Canton Police Department	#####	CHEROKEE MARIETTA HIGHWAY	MARIETTA ROAD	0	0	Rear End	Daylight	Dry	72	73	Backing	Parked	Parked Motor Vehicle	Parked Motor Vehicle	2	0	0	0	Improper Backing	No Contributing Factors	No Control Present	No Control Present
7402686	Cherokee Co Sheriff's Office	#####	CHEROKEE MARIETTA HWY	MARIETTA ROAD	0	0	Angle	Daylight	Wet	13	35	Turning Right	Straight	Motor Vehicle In Motion	Other - Fixed Object	2	0	0	0	Failed to Yield	No Contributing Factors	Traffic Signal	Traffic Signal
7402687	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	HOLLY ST	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Wet	41	-1	Straight	N/A	Deer		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
7405052	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	PRESTON GLEN CIR	0	0	Not A Collision with Motor Vehicle	Wet	20	-1	Negotiating A Curve	N/A	Curb		1	0	0	0	Too Fast For Conditions	N/A	Lanes	N/A	
7406657	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	PRESTON GLEN CIR	0	0	Not A Collision with Motor Vehicle	Daylight	Wet	20	-1	Negotiating A Curve	N/A	Curb		1	0	0	0	Too Fast For Conditions	N/A	Lanes	N/A
7409768	Cherokee Co Sheriff's Office	#####	CHEROKEE BRIDGE MLL AVE	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	36	44	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7433370	Cherokee Co Sheriff's Office	#####	CHEROKEE BRIDGEMLL AVE	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	27	48	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Traffic Signal	Traffic Signal
7437962	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	WOOTEN DR	4	0	Rear End	Daylight	Dry	25	81	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	3	0	0	4	Following too Close	No Contributing Factors	Lanes	Lanes
7440772	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	FLOATING CABIN DR	0	0	Rear End	Daylight	Dry	21	36	Straight	Straight	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close,Occupant Dstraction (Dstract	No Contributing Factors	Lanes	Lanes
7443493	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	BELLS FERRY RD	0	0	Not A Collision with Motor Vehicle	DarkNot Lighted	Dry	40	-1	Straight	N/A	Animal		1	0	0	0	Reaction to Object or Animal	N/A	Lanes	N/A
7444365	Cherokee Co Sheriff's Office	#####	CHEROKEE RIDGE RD	BELLS FERRY RD	0	0	Rear End	Daylight	Dry	34	42	Straight	Stopped	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Following too Close	No Contributing Factors	Lanes	Lanes
7454551	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	GOLD MLL RDG	0	0	Angle	Daylight	Wet	40	18	Turning Left	Turning Left	Motor Vehicle In Motion	Motor Vehicle In Motion	2	0	0	0	Failed to Yield	No Contributing Factors	Lanes	Lanes
7454652	Cherokee Co Sheriff's Office	#####	CHEROKEE BELLS FERRY RD	WO																			


APPENDIX H

GDOT HISTORIC DATA



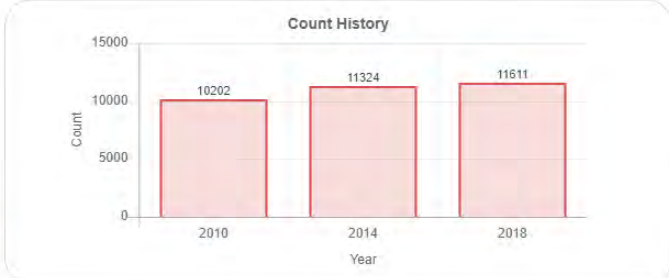
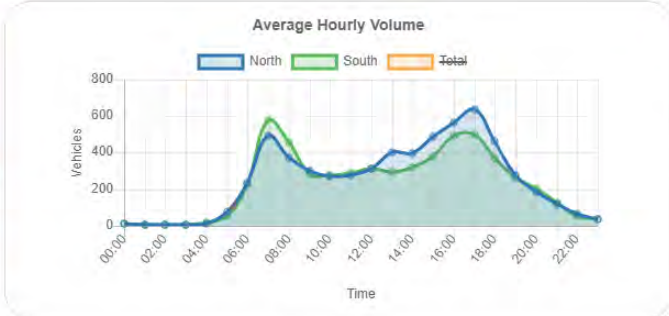
000057_0121 - 057-0121
 Description: CRY 044900 L
 County: Cherokee
 Route number: 00077000
 LRS section: 0572077000
 Functional class: 4U - Minor Arterial (Urban)
 Coordinates: 34.1680845, -84.57069184

Site Data



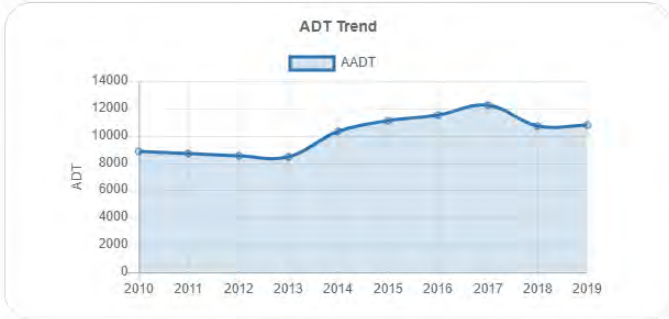

Count History

Year	Month	Count type	Duration	Count
2010	April	Volume	48 hours	10202
2014	April	Volume	48 hours	11324
2018	September	Class	48 hours	11611








Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated
AADT	8870	8660	8510	8450	10300	11100	11500	12200	10700	10800
K-Factor	-	-	-	-	0.115	0.115	0.115	-	0.106	0.106
D-Factor	-	-	-	-	0.500	0.500	0.500	-	0.580	0.580
Future AADT	-	-	-	-	-	-	20000	27900	22500	19000



FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.31%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		73.48%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		22.29%
4. Buses 2- or 3-axle, full length.		0.23%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.85%
6. Single-unit trucks 3-axle, single-unit trucks.		0.14%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.00%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.64%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.05%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.00%



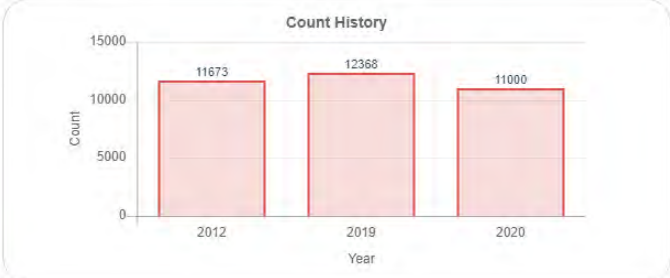
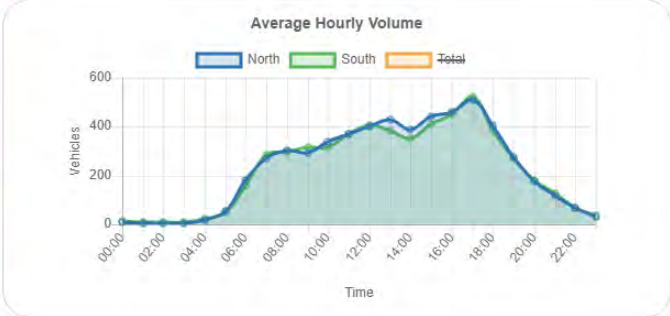
000057_0123 - 057-0123
 Description: CRX 254700LCR0779R
 County: Cherokee
 Route number: 00077000
 LRS section: 0572077000
 Functional class: 4U - Minor Arterial (Urban)
 Coordinates: 34.1972677185335, -84.5304942550158

Site Data



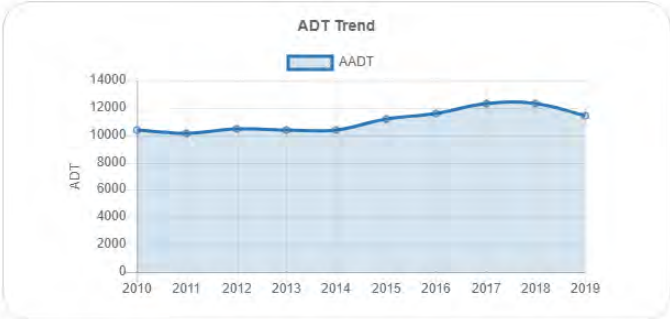
Count History

Year	Month	Count type	Duration	Count
2012	October	Volume	48 hours	11673
2019	July	Volume	48 hours	12368
2020	May	Volume	48 hours	11000




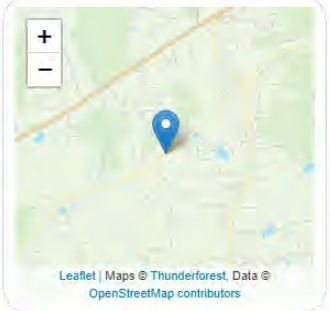
Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Estimated	Actual
AADT	10400	10100	10500	10400	10400	11200	11600	12300	12300	11400
K-Factor	-	-	-	-	-	-	-	-	-	0.101
D-Factor	-	-	-	-	-	-	-	-	-	0.510
Future AADT	-	-	-	-	-	-	14400	15600	16700	16600



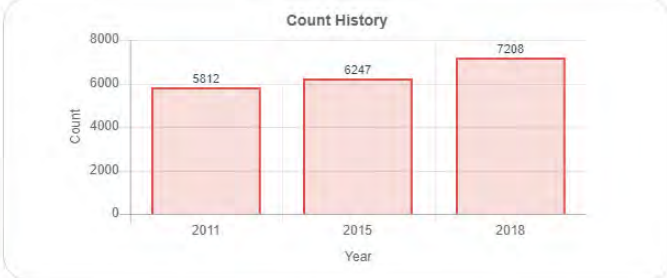
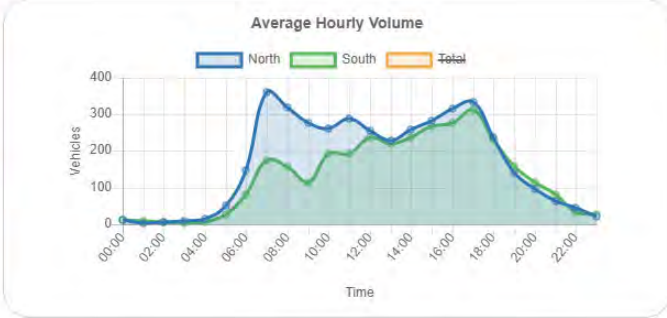
000057_0125 - 057-0125
 County: Cherokee
 Route number: 00399600
 LRS section: 0572399600
 Functional class: 4U - Minor Arterial (Urban)
 Coordinates: 34.2120987087931, -84.5109819523846

Site Data

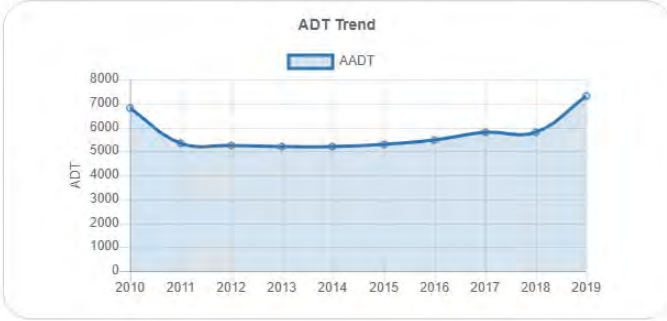
Count History

Year	Month	Count type	Duration	Count
2011	May	Volume	48 hours	5812
2015	May	Volume	48 hours	6247
2018	December	Class	48 hours	7208
















Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual
AADT	6820	5320	5230	5200	5200	5300	5470	5790	5780	7320
K-Factor	-	-	-	-	-	0.106	0.106	-	-	0.092
D-Factor	-	-	-	-	-	0.500	0.500	-	-	0.530
Future AADT	-	-	-	-	-	-	6560	7300	7290	9220

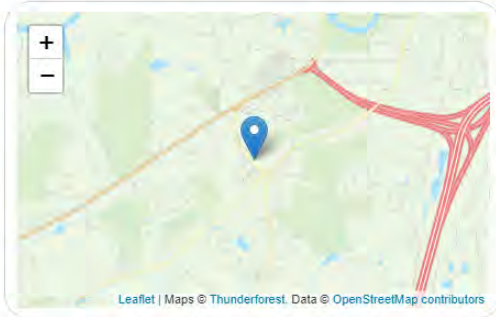


FHWA Vehicle Classification

1. Motorcycles 2 axes, 2 or 3 wheels.		0.17%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		75.58%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		20.08%
4. Buses 2- or 3-axle, full length.		0.61%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.89%
6. Single-unit trucks 3-axle, single-unit trucks.		0.31%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.31%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.04%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%

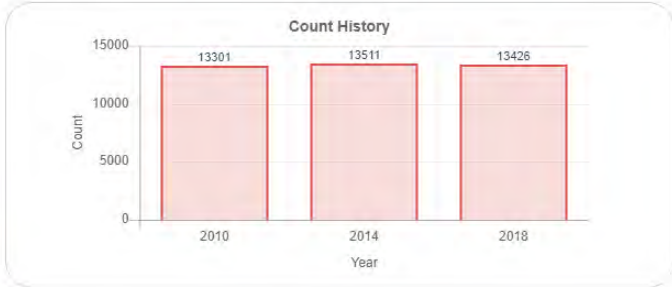
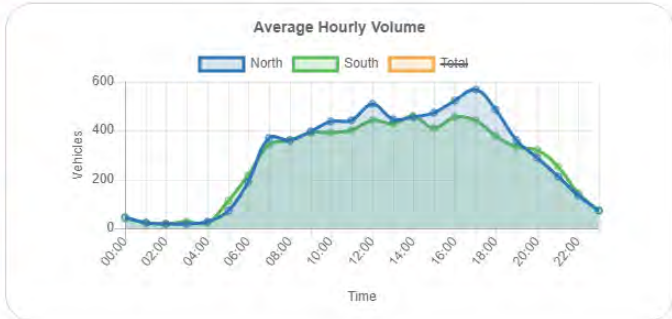
000057_0022 - 057-0022
 Description: CRX 077000LCS0677R
 County: Cherokee
 Route number: 00107803
 LRS section: 0573107803
 Functional class: 4U - Minor Arterial (Urban)
 Coordinates: 34.21752089, -84.50566434

Site Data

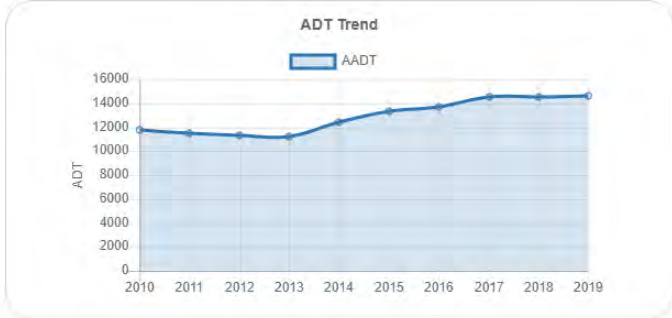
Count History

Year	Month	Count type	Duration	Count
2010	April	Class	48 hours	13301
2014	September	Volume	48 hours	13511
2018	June	Volume	48 hours	13426



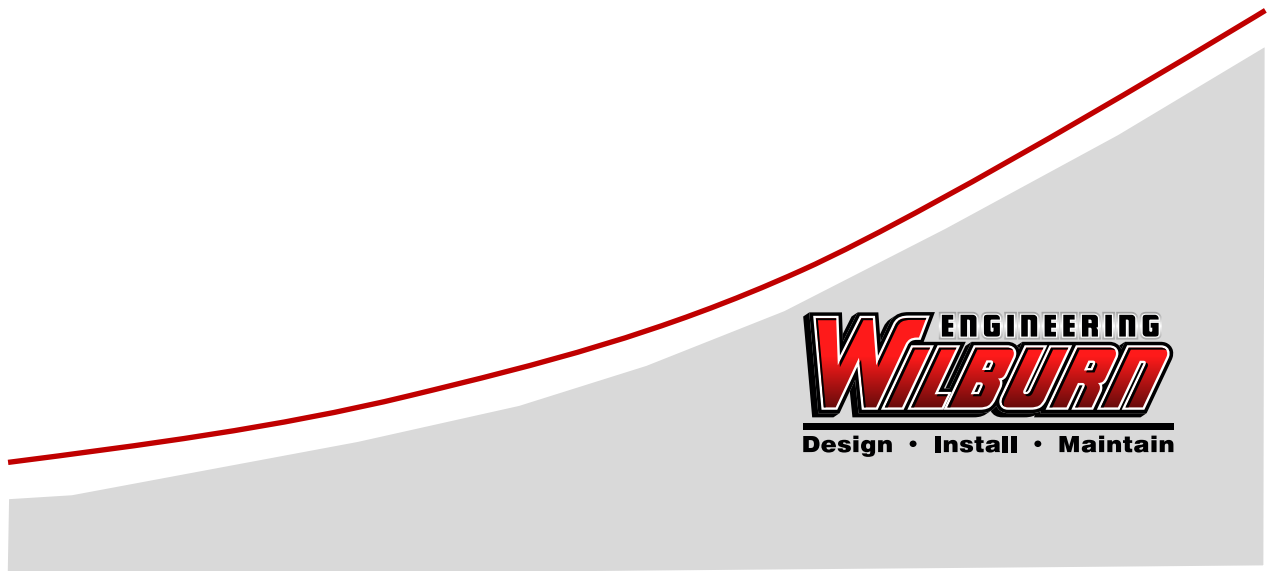
Annual Statistics

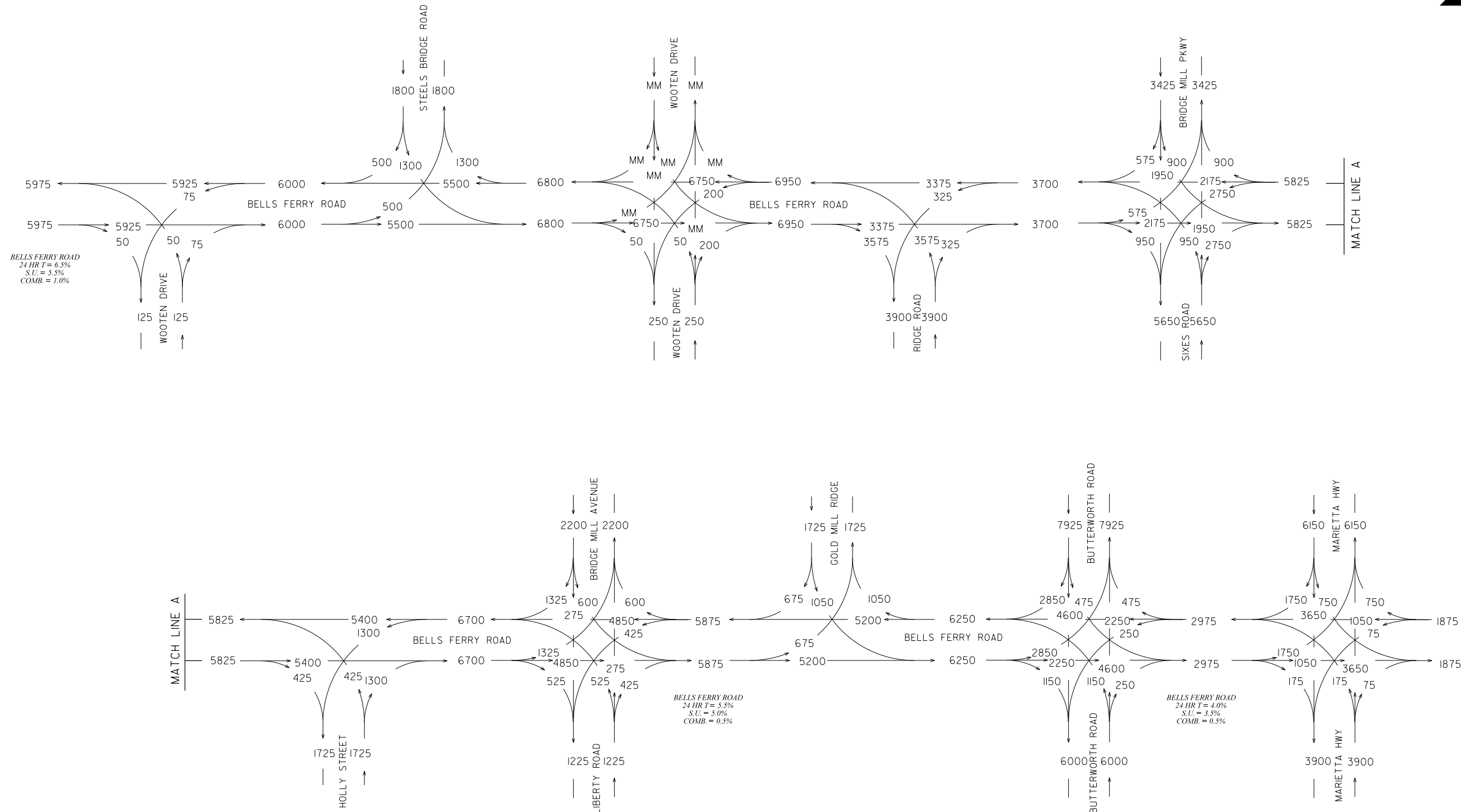
Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Estimated	Estimated
AADT	11800	11500	11300	11200	12400	13300	13700	14500	14500	14600
K-Factor	-	-	-	-	0.090	0.090	0.090	-	-	-
D-Factor	-	-	-	-	0.500	0.500	0.500	-	-	-
Future AADT	-	-	-	-	-	-	14300	18300	18200	23300



APPENDIX I

PROJECTED TRAFFIC DIAGRAMS





NO-BUILD = BUILD

SB
9/20

CHEROKEE COUNTY
BELLS FERRY ROAD
2026 AADT = 000

2026 BASE YEAR
AADT (BALANCED)
(1 OF 1)

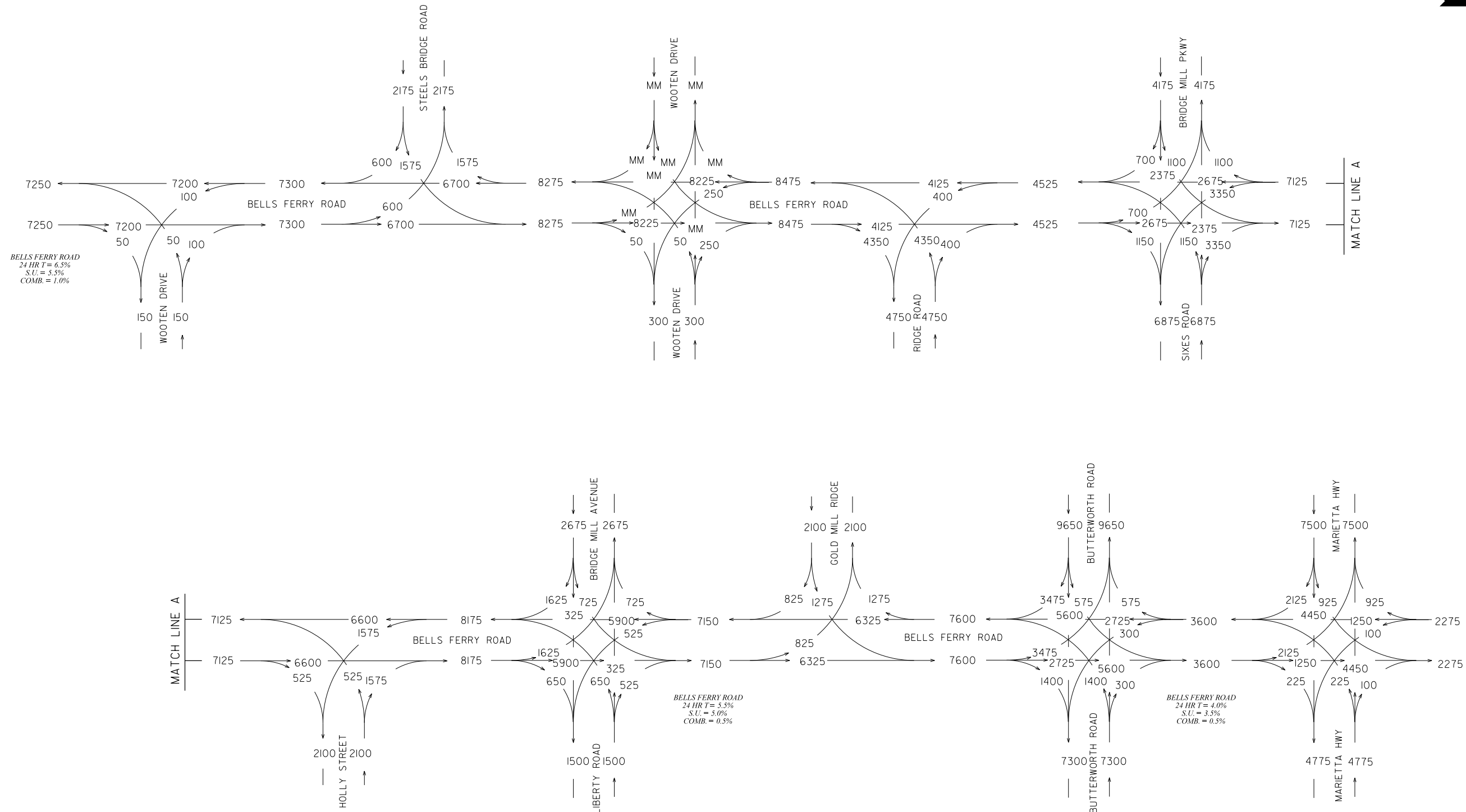


REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
BELLS FERRY ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-03
CORRECTED:	DATE:	
VERIFIED:	DATE:	



NO-BUILD = BUILD

SB
9/20

CHEROKEE COUNTY
BELLS FERRY ROAD
2046 AADT = 000

2046 DESIGN YEAR
AADT (BALANCED)
(1 OF 1)

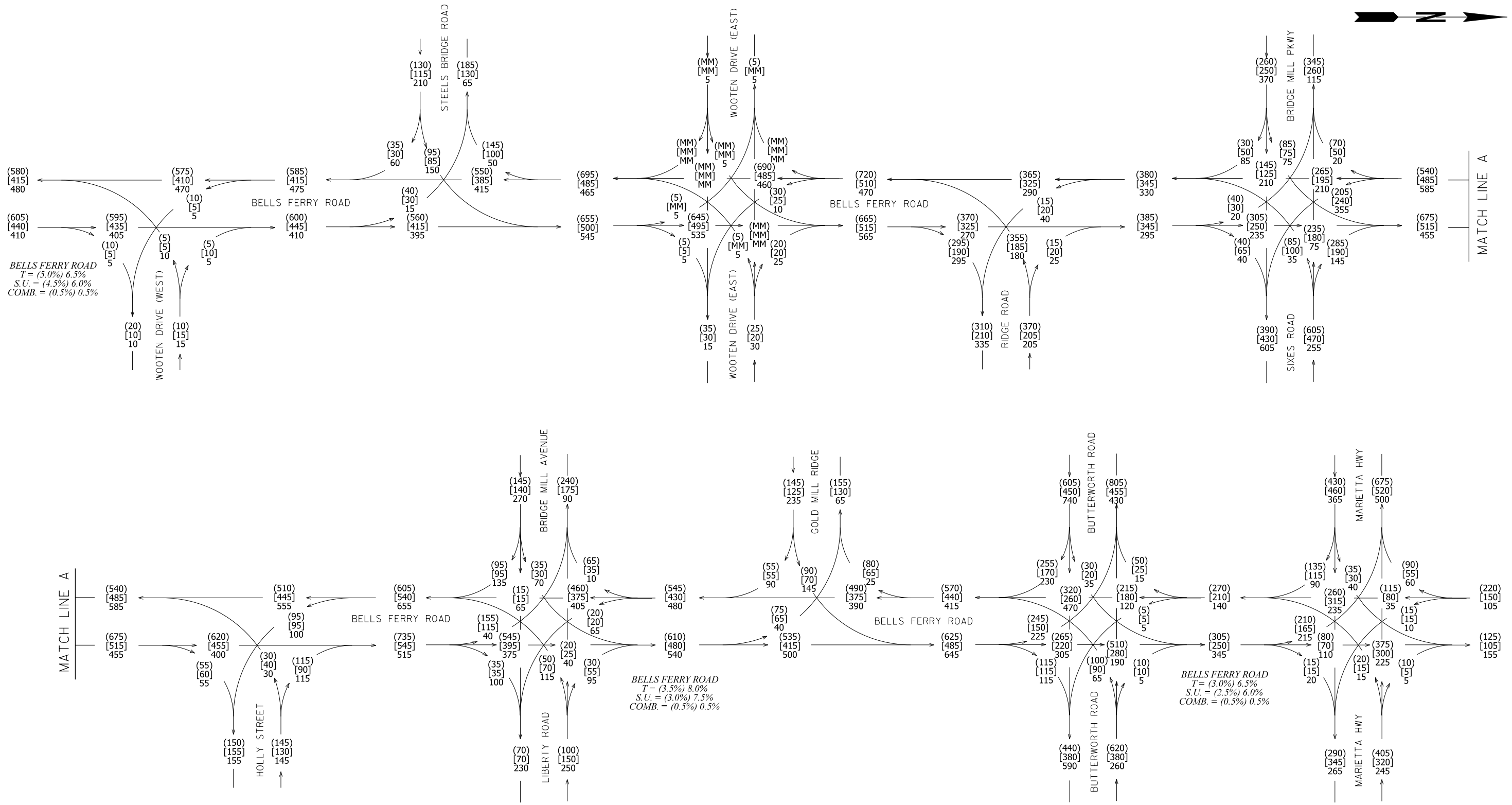


REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
BELLS FERRY ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-04
CORRECTED:	DATE:	
VERIFIED:	DATE:	



NO-BUILD = BUILD

SB
9/20

CHEROKEE COUNTY
 BELLS FERRY ROAD
 2026 DHV PM = (000)
 2026 SCHOOL PEAK = (000)
 2026 DHV AM = 000

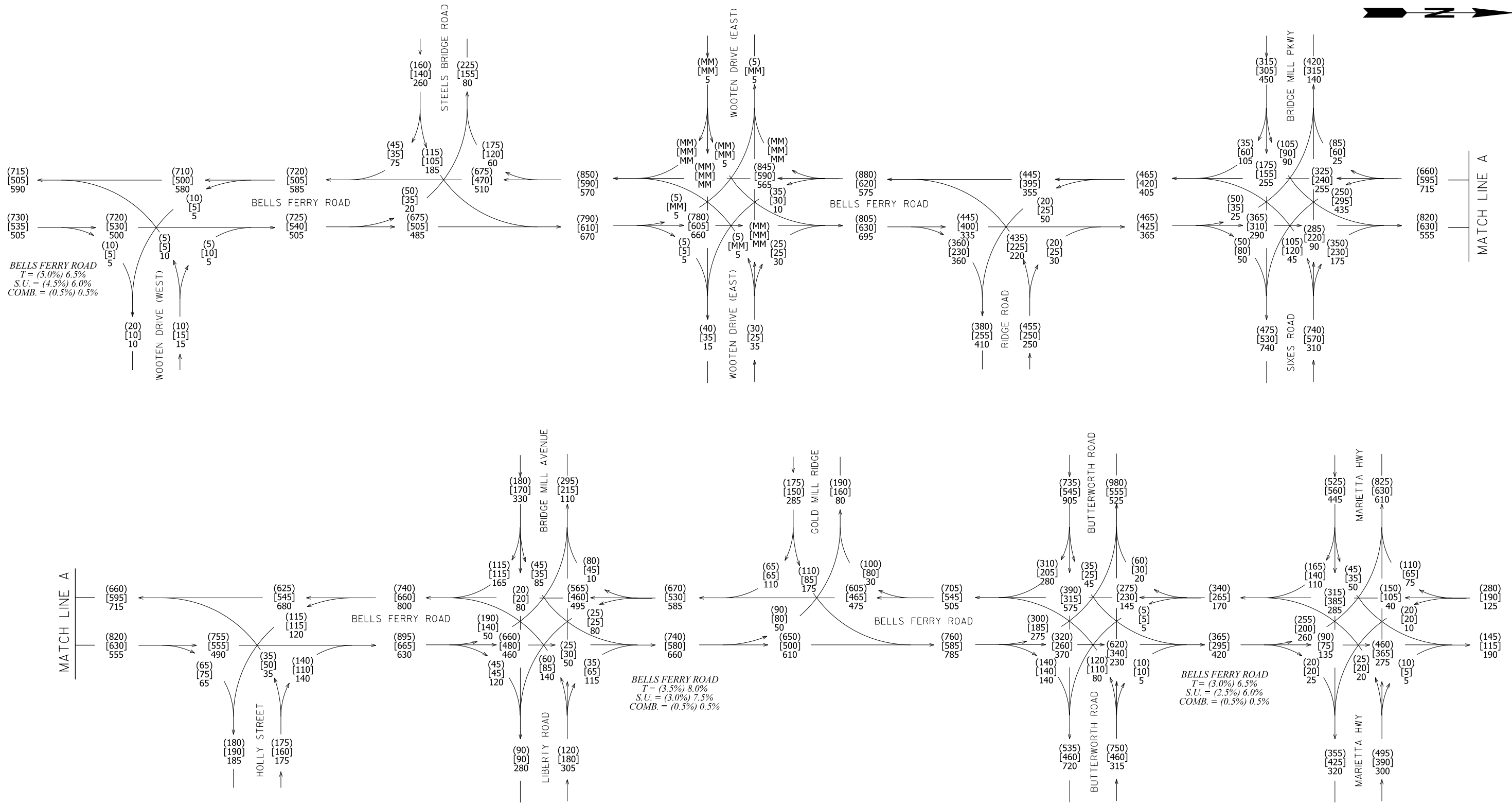
2026 BASE YEAR
 DHV (BALANCED)
 (1 OF 1)



REVISION DATES	

TRAFFIC DIAGRAM
BELLS FERRY ROAD

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BACKCHECKED:	DATE:	10-05
CORRECTED:	DATE:	
VERIFIED:	DATE:	



NO-BUILD = BUILD

SB
9/20

CHEROKEE COUNTY
 BELLS FERRY ROAD
 2046 DHV PM = (000)
 2046 SCHOOL PEAK = (000)
 2046 DHV AM = 000

2046 DESIGN YEAR
 DHV (BALANCED)
 (1 OF 1)



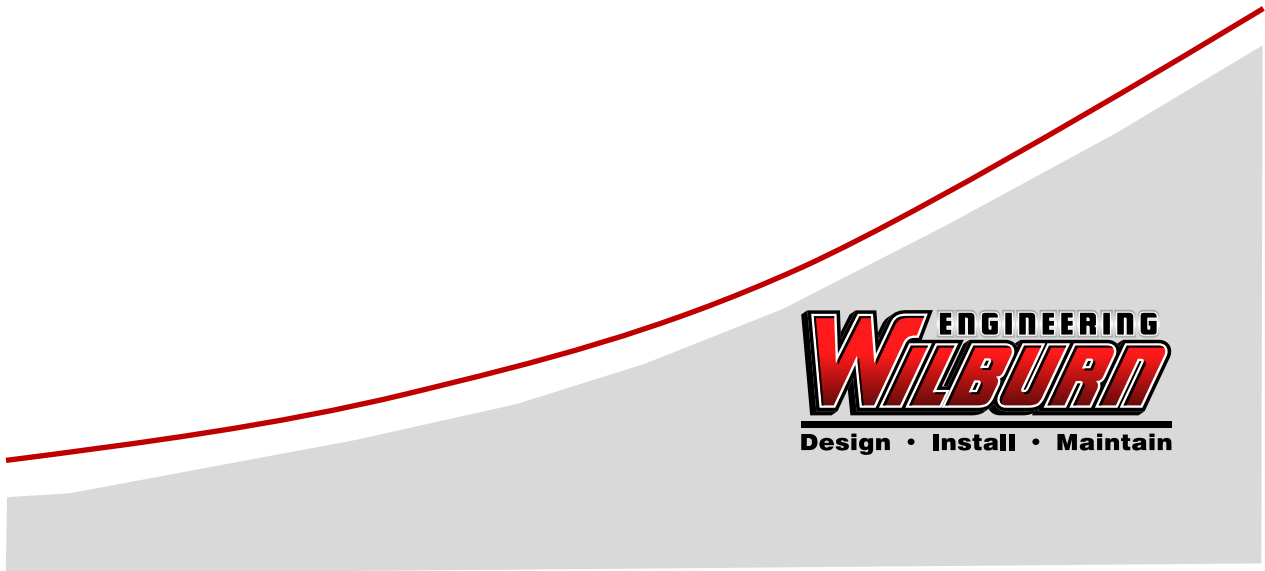
REVISION DATES	

TRAFFIC DIAGRAM
BELLS FERRY ROAD




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BACKCHECKED:	DATE:	10-06
CORRECTED:	DATE:	
VERIFIED:	DATE:	

APPENDIX J

CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS



1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	385	5	5	445
Future Vol, veh/h	10	5	385	5	5	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	33	2	0	50	1
Mvmt Flow	12	6	448	6	6	517
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	980	451	0	0	454	0
Stage 1	451	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.4	6.53	-	-	4.6	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	-	-	2.65	-
Pot Cap-1 Maneuver	279	549	-	-	895	-
Stage 1	646	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	276	549	-	-	895	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.5	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	331	895	-	
HCM Lane V/C Ratio	-	-	0.053	0.006	-	
HCM Control Delay (s)	-	-	16.5	9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	













2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	140	55	15	375	395	45
Future Vol, veh/h	140	55	15	375	395	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	2	1	0
Mvmt Flow	157	62	17	421	444	51
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	899	444	495	0	0	
Stage 1	444	-	-	-	-	
Stage 2	455	-	-	-	-	
Critical Hdwy	6.43	6.22	4.17	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	
Follow-up Hdwy	3.527	3.318	2.263	-	-	
Pot Cap-1 Maneuver	308	614	1043	-	-	
Stage 1	644	-	-	-	-	
Stage 2	637	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	303	614	1043	-	-	
Mov Cap-2 Maneuver	303	-	-	-	-	
Stage 1	634	-	-	-	-	
Stage 2	637	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	24.1	0.3	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1043	-	303	614	-	-
HCM Lane V/C Ratio	0.016	-	0.519	0.101	-	-
HCM Control Delay (s)	8.5	-	29	11.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	2.8	0.3	-	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	5	0	25	5	505	5	10	435	0
Future Vol, veh/h	5	0	0	5	0	25	5	505	5	10	435	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	0	3	0	0	2	0
Mvmt Flow	5	0	0	5	0	27	5	555	5	11	478	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1081	1070	478	1068	1068	558	478	0	0	560	0	0
Stage 1	500	500	-	568	568	-	-	-	-	-	-	-
Stage 2	581	570	-	500	500	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	197	223	591	201	223	525	1095	-	-	1021	-	-
Stage 1	557	546	-	511	510	-	-	-	-	-	-	-
Stage 2	503	509	-	557	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	184	218	591	198	218	525	1095	-	-	1021	-	-
Mov Cap-2 Maneuver	184	218	-	198	218	-	-	-	-	-	-	-
Stage 1	553	538	-	507	506	-	-	-	-	-	-	-
Stage 2	473	505	-	549	538	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	25.2			14.5			0.1			0.2		
HCM LOS	D			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1095	-	-	184	412	1021	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.03	0.08	0.011	-	-				
HCM Control Delay (s)	8.3	0	-	25.2	14.5	8.6	0	-				
HCM Lane LOS	A	A	-	D	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	25	255	280	40	275
Future Volume (veh/h)	170	25	255	280	40	275
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1841	1870	1870	1900	1870
Adj Flow Rate, veh/h	198	0	297	0	47	320
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	4	2	2	0	2
Cap, veh/h	272		669		522	1030
Arrive On Green	0.15	0.00	0.36	0.00	0.05	0.55
Sat Flow, veh/h	1795	1560	1870	1585	1810	1870
Grp Volume(v), veh/h	198	0	297	0	47	320
Grp Sat Flow(s),veh/h/ln	1795	1560	1870	1585	1810	1870
Q Serve(g_s), s	4.4	0.0	5.1	0.0	0.6	3.9
Cycle Q Clear(g_c), s	4.4	0.0	5.1	0.0	0.6	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	272		669		522	1030
V/C Ratio(X)	0.73		0.44		0.09	0.31
Avail Cap(c_a), veh/h	1241		1716		1035	1716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	10.3	0.0	7.0	5.1
Incr Delay (d2), s/veh	3.7	0.0	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	2.6	0.0	0.3	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	0.0	10.8	0.0	7.1	5.3
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	198	A	297	A		367
Approach Delay, s/veh	20.7		10.8			5.5
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.6		12.4	8.1	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		5.9		6.4	2.6	7.1
Green Ext Time (p_c), s		5.8		0.6	0.1	5.2
Intersection Summary						
HCM 6th Ctrl Delay			10.8			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	70	200	80	35	70	135	20	220	40	335	200	20
Future Volume (veh/h)	70	200	80	35	70	135	20	220	40	335	200	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	80	230	0	40	80	0	23	253	0	385	230	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	180	381		276	993		435	437		596	749	
Arrive On Green	0.15	0.15	0.00	0.05	0.29	0.00	0.03	0.24	0.00	0.20	0.40	0.00
Sat Flow, veh/h	646	2628	0	1767	3441	1522	1753	1856	1610	1795	1870	1485
Grp Volume(v), veh/h	170	140	0	40	80	0	23	253	0	385	230	0
Grp Sat Flow(s),veh/h/ln	1585	1604	0	1767	1721	1522	1753	1856	1610	1795	1870	1485
Q Serve(g_s), s	5.4	5.2	0.0	1.1	1.1	0.0	0.6	7.7	0.0	9.3	5.4	0.0
Cycle Q Clear(g_c), s	6.4	5.2	0.0	1.1	1.1	0.0	0.6	7.7	0.0	9.3	5.4	0.0
Prop In Lane	0.47		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	240		276	993		435	437		596	749	
V/C Ratio(X)	0.53	0.58		0.14	0.08		0.05	0.58		0.65	0.31	
Avail Cap(c_a), veh/h	872	811		586	2820		572	991		976	1557	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.7	25.2	0.0	19.8	16.5	0.0	17.3	21.5	0.0	12.8	13.1	0.0
Incr Delay (d2), s/veh	1.4	2.2	0.0	0.2	0.0	0.0	0.0	1.2	0.0	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	3.7	0.0	0.8	0.7	0.0	0.4	5.5	0.0	5.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	27.4	0.0	20.0	16.5	0.0	17.4	22.8	0.0	14.0	13.3	0.0
LnGrp LOS	C	C		C	B		B	C		B	B	
Approach Vol, veh/h		310	A		120	A		276	A		615	A
Approach Delay, s/veh		27.2			17.7			22.3			13.7	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	31.5	8.8	15.3	18.5	21.0		24.2				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	53	* 53	* 14	* 32	26.0	* 34		* 52				
Max Q Clear Time (g_c+1), s	7.4	7.4	3.1	8.4	11.3	9.7		3.1				
Green Ext Time (p_c), s	0.0	4.3	0.0	1.1	1.2	3.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes






















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

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

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	110	375	50	95	525
Future Vol, veh/h	30	110	375	50	95	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	34	125	426	57	108	597
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1268	455	0	0	483	0
Stage 1	455	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	188	593	-	-	1064	-
Stage 1	643	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	169	593	-	-	1064	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.7	0	1.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	386	1064	-	
HCM Lane V/C Ratio	-	-	0.412	0.101	-	
HCM Control Delay (s)	-	-	20.7	8.8	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2	0.3	-	
























7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	60	125	110	40	90	40	350	95	60	385	10
Future Volume (veh/h)	65	60	125	110	40	90	40	350	95	60	385	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	80	74	154	136	49	111	49	432	0	74	475	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	141	112	181	320	130	294	363	693		424	731	475
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.05	0.38	0.00	0.07	0.40	0.40
Sat Flow, veh/h	276	447	723	1171	517	1172	1654	1811	1585	1810	1841	1196
Grp Volume(v), veh/h	308	0	0	136	0	160	49	432	0	74	475	12
Grp Sat Flow(s),veh/h/ln	1446	0	0	1171	0	1689	1654	1811	1585	1810	1841	1196
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	4.9	1.1	12.2	0.0	1.5	13.2	0.4
Cycle Q Clear(g_c), s	13.0	0.0	0.0	10.5	0.0	4.9	1.1	12.2	0.0	1.5	13.2	0.4
Prop In Lane	0.26		0.50	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	0	0	320	0	423	363	693		424	731	475
V/C Ratio(X)	0.71	0.00	0.00	0.43	0.00	0.38	0.13	0.62		0.17	0.65	0.03
Avail Cap(c_a), veh/h	601	0	0	352	0	470	657	1561		488	1587	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	21.6	0.0	19.5	11.5	15.7	0.0	11.1	15.4	11.5
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.9	0.0	0.6	0.2	0.9	0.0	0.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	0.0	3.3	0.0	3.4	0.6	7.7	0.0	0.9	8.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	22.5	0.0	20.1	11.7	16.7	0.0	11.3	16.4	11.6
LnGrp LOS	C	A	A	C	A	C	B	B		B	B	B
Approach Vol, veh/h		308			296			481	A		561	
Approach Delay, s/veh		25.0			21.2			16.1			15.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	29.9		23.3	8.9	30.8		23.3				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	3.5	14.2		15.0	3.1	15.2		12.5				
Green Ext Time (p_c), s	0.0	8.9		0.8	0.1	9.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	135	85	40	465	370	25
Future Vol, veh/h	135	85	40	465	370	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	13	6	5	15
Mvmt Flow	145	91	43	500	398	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	984	398	398	0	0	
Stage 1	398	-	-	-	-	
Stage 2	586	-	-	-	-	
Critical Hdwy	6.43	6.24	4.23	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	
Follow-up Hdwy	3.527	3.336	2.317	-	-	
Pot Cap-1 Maneuver	274	647	1103	-	-	
Stage 1	676	-	-	-	-	
Stage 2	554	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	263	647	1103	-	-	
Mov Cap-2 Maneuver	263	-	-	-	-	
Stage 1	650	-	-	-	-	
Stage 2	554	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	23.2	0.7	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1103	-	429	-	-	
HCM Lane V/C Ratio	0.039	-	0.551	-	-	
HCM Control Delay (s)	8.4	-	23.2	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	3.2	-	-	

9: Bells Ferry Road & Butterworth Road




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	445	220	60	180	5	210	280	110	5	115	15
Future Volume (veh/h)	35	445	220	60	180	5	210	280	110	5	115	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	38	478	237	65	194	5	226	301	0	5	124	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	607	723	603	311	468	12	385	434		207	187	
Arrive On Green	0.18	0.38	0.38	0.06	0.26	0.26	0.14	0.24	0.00	0.01	0.10	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1801	46	1725	1841	1535	1810	1796	0
Grp Volume(v), veh/h	38	478	237	65	0	199	226	301	0	5	124	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	0	1847	1725	1841	1535	1810	1796	0
Q Serve(g_s), s	0.9	16.1	8.4	2.1	0.0	6.9	8.4	11.5	0.0	0.2	5.1	0.0
Cycle Q Clear(g_c), s	0.9	16.1	8.4	2.1	0.0	6.9	8.4	11.5	0.0	0.2	5.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	607	723	603	311	0	480	385	434		207	187	
V/C Ratio(X)	0.06	0.66	0.39	0.21	0.00	0.41	0.59	0.69		0.02	0.66	
Avail Cap(c_a), veh/h	607	1200	1001	517	0	1176	678	574		517	560	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.7	19.6	17.2	18.9	0.0	23.6	23.9	26.9	0.0	30.3	33.2	0.0
Incr Delay (d2), s/veh	0.2	1.0	0.4	0.3	0.0	0.6	1.4	2.3	0.0	0.0	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	10.9	4.9	1.4	0.0	5.2	5.9	8.5	0.0	0.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	20.6	17.6	19.2	0.0	24.2	25.3	29.2	0.0	30.3	37.2	0.0
LnGrp LOS	B	C	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		753			264			527	A		129	A
Approach Delay, s/veh		19.3			23.0			27.5			36.9	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	16.9	14.0	10.5	35.5	6.8	24.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.9	8.9	10.4	7.1	4.1	18.1	2.2	13.5				
Green Ext Time (p_c), s	0.0	3.1	0.6	0.3	0.1	5.6	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	220	85	15	210	5	205	95	20	10	35	55
Future Volume (veh/h)	40	220	85	15	210	5	205	95	20	10	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1796	1722	1900	1737	1900	1856	1811	1826	1530	1841	1722
Adj Flow Rate, veh/h	47	259	100	18	247	6	241	112	24	12	41	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	11	7	12	0	11	0	3	6	5	25	4	12
Cap, veh/h	415	585	475	415	550	13	449	166	31	128	229	306
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1046	1796	1459	1039	1689	41	861	496	92	61	684	914
Grp Volume(v), veh/h	47	259	100	18	0	253	377	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1046	1796	1459	1039	0	1730	1449	0	0	1659	0	0
Q Serve(g_s), s	1.4	4.2	1.8	0.5	0.0	4.3	6.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	4.2	1.8	4.7	0.0	4.3	8.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.64		0.06	0.10		0.55
Lane Grp Cap(c), veh/h	415	585	475	415	0	563	646	0	0	664	0	0
V/C Ratio(X)	0.11	0.44	0.21	0.04	0.00	0.45	0.58	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1323	2144	1742	1317	0	2065	1256	0	0	1365	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.0	9.8	9.0	11.6	0.0	9.8	10.8	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.0	0.0	0.6	0.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	2.2	0.8	0.2	0.0	2.2	3.1	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	10.3	9.2	11.7	0.0	10.4	11.6	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	B	B	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		406			271			377			118	
Approach Delay, s/veh		10.3			10.5			11.6			8.9	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		18.9		18.0		18.9				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		7.6		10.4		6.7		3.9				
Green Ext Time (p_c), s		0.8		2.0		1.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay											10.6	
HCM 6th LOS											B	

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	410	5	5	390
Future Vol, veh/h	5	10	410	5	5	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	17	3	0	0	3
Mvmt Flow	6	11	456	6	6	433
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	904	459	0	0	462	0
Stage 1	459	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2	-
Pot Cap-1 Maneuver	310	572	-	-	1110	-
Stage 1	641	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	308	572	-	-	1110	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	445	1110	-	
HCM Lane V/C Ratio	-	-	0.037	0.005	-	
HCM Control Delay (s)	-	-	13.4	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	













2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	30	30	390	365	95
Future Vol, veh/h	80	30	30	390	365	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	0	0	3	3	5
Mvmt Flow	86	32	32	419	392	102
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	875	392	494	0	0	
Stage 1	392	-	-	-	-	
Stage 2	483	-	-	-	-	
Critical Hdwy	6.49	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.49	-	-	-	-	
Critical Hdwy Stg 2	5.49	-	-	-	-	
Follow-up Hdwy	3.581	3.3	2.2	-	-	
Pot Cap-1 Maneuver	311	661	1080	-	-	
Stage 1	668	-	-	-	-	
Stage 2	606	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	302	661	1080	-	-	
Mov Cap-2 Maneuver	302	-	-	-	-	
Stage 1	648	-	-	-	-	
Stage 2	606	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	18.6	0.6	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1080	-	302	661	-	-
HCM Lane V/C Ratio	0.03	-	0.285	0.049	-	-
HCM Control Delay (s)	8.4	-	21.6	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	0.2	-	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	0	0	0	20	0	465	5	25	460	0
Future Vol, veh/h	0	0	0	0	0	20	0	465	5	25	460	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	0	0	0	0	0	22	0	505	5	27	500	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1073	1064	500	1062	1062	508	500	0	0	510	0	0
Stage 1	554	554	-	508	508	-	-	-	-	-	-	-
Stage 2	519	510	-	554	554	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	200	225	575	203	225	569	1075	-	-	1045	-	-
Stage 1	520	517	-	551	542	-	-	-	-	-	-	-
Stage 2	544	541	-	520	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	187	217	575	198	217	569	1075	-	-	1045	-	-
Mov Cap-2 Maneuver	187	217	-	198	217	-	-	-	-	-	-	-
Stage 1	520	498	-	551	542	-	-	-	-	-	-	-
Stage 2	523	541	-	501	498	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	0		11.6		0			0.4				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1075	-	-	-	569	1045	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.038	0.026	-	-				
HCM Control Delay (s)	0	-	-	0	11.6	8.5	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-				

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	20	305	180	20	310
Future Volume (veh/h)	175	20	305	180	20	310
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1900	1841	1826	1900	1841
Adj Flow Rate, veh/h	184	0	321	0	21	326
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	4	5	0	4
Cap, veh/h	253		685		483	1007
Arrive On Green	0.14	0.00	0.37	0.00	0.03	0.55
Sat Flow, veh/h	1767	1610	1841	1547	1810	1841
Grp Volume(v), veh/h	184	0	321	0	21	326
Grp Sat Flow(s),veh/h/ln	1767	1610	1841	1547	1810	1841
Q Serve(g_s), s	4.0	0.0	5.3	0.0	0.3	3.9
Cycle Q Clear(g_c), s	4.0	0.0	5.3	0.0	0.3	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	253		685		483	1007
V/C Ratio(X)	0.73		0.47		0.04	0.32
Avail Cap(c_a), veh/h	1271		1758		1065	1758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	9.6	0.0	6.9	5.0
Incr Delay (d2), s/veh	4.0	0.0	0.5	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	2.6	0.0	0.1	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	0.0	10.1	0.0	6.9	5.2
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	184	A	321	A		347
Approach Delay, s/veh	20.5		10.1			5.3
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		11.8	7.0	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		5.9		6.0	2.3	7.3
Green Ext Time (p_c), s		5.9		0.6	0.0	5.7
Intersection Summary						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	70	120	45	95	170	180	30	235	60	225	190	45
Future Volume (veh/h)	70	120	45	95	170	180	30	235	60	225	190	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	75	129	0	102	183	0	32	253	0	242	204	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	200	270		363	1081		499	475		509	640	
Arrive On Green	0.12	0.12	0.00	0.08	0.30	0.00	0.04	0.26	0.00	0.13	0.35	0.00
Sat Flow, veh/h	810	2311	0	1781	3554	1598	1767	1841	1572	1753	1841	1560
Grp Volume(v), veh/h	118	86	0	102	183	0	32	253	0	242	204	0
Grp Sat Flow(s),veh/h/ln	1419	1617	0	1781	1777	1598	1767	1841	1572	1753	1841	1560
Q Serve(g_s), s	4.0	2.9	0.0	2.7	2.2	0.0	0.8	6.9	0.0	5.5	4.7	0.0
Cycle Q Clear(g_c), s	4.5	2.9	0.0	2.7	2.2	0.0	0.8	6.9	0.0	5.5	4.7	0.0
Prop In Lane	0.64		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	196		363	1081		499	475		509	640	
V/C Ratio(X)	0.43	0.44		0.28	0.17		0.06	0.53		0.47	0.32	
Avail Cap(c_a), veh/h	514	478		527	2029		638	1172		641	1330	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	23.7	0.0	18.1	14.8	0.0	14.5	18.6	0.0	12.4	13.9	0.0
Incr Delay (d2), s/veh	1.1	1.6	0.0	0.4	0.1	0.0	0.1	0.9	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	2.0	0.0	1.9	1.4	0.0	0.5	4.7	0.0	3.2	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	25.3	0.0	18.5	14.9	0.0	14.6	19.5	0.0	13.1	14.2	0.0
LnGrp LOS	C	C		B	B		B	B		B	B	
Approach Vol, veh/h		204	A		285	A		285	A		446	A
Approach Delay, s/veh		25.4			16.2			18.9			13.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	26.2	10.6	12.8	13.6	21.0		23.5				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	42	* 42	* 10	* 17	12.0	* 37		* 33				
Max Q Clear Time (g_c+1), s	6.7	6.7	4.7	6.5	7.5	8.9		4.2				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.5	0.3	4.1		0.7				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B





Notes

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






















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

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

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	85	430	55	90	420
Future Vol, veh/h	40	85	430	55	90	420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	44	94	478	61	100	467
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1176	509	0	0	539	0
Stage 1	509	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.42	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	211	549	-	-	1005	-
Stage 1	604	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	190	549	-	-	1005	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.5	0	1.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	342	1005	-	
HCM Lane V/C Ratio	-	-	0.406	0.1	-	
HCM Control Delay (s)	-	-	22.5	9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.9	0.3	-	
























7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	15	90	65	25	50	110	370	35	20	355	35
Future Volume (veh/h)	30	15	90	65	25	50	110	370	35	20	355	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	35	18	106	76	29	59	129	435	0	24	418	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	103	40	143	287	77	158	558	532		339	849	725
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.09	0.53	0.00	0.03	0.47	0.47
Sat Flow, veh/h	227	288	1030	1287	559	1137	1767	1011	1585	1810	1796	1535
Grp Volume(v), veh/h	159	0	0	76	0	88	129	435	0	24	418	41
Grp Sat Flow(s),veh/h/ln	1545	0	0	1287	0	1695	1767	1011	1585	1810	1796	1535
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	2.9	2.1	22.1	0.0	0.4	9.9	0.9
Cycle Q Clear(g_c), s	6.1	0.0	0.0	3.6	0.0	2.9	2.1	22.1	0.0	0.4	9.9	0.9
Prop In Lane	0.22		0.67	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	0	0	287	0	235	558	532		339	849	725
V/C Ratio(X)	0.56	0.00	0.00	0.26	0.00	0.37	0.23	0.82		0.07	0.49	0.06
Avail Cap(c_a), veh/h	638	0	0	473	0	480	823	886		472	1574	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	0.0	24.5	0.0	24.2	7.4	12.2	0.0	10.6	11.2	8.8
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.5	0.0	1.0	0.2	3.2	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	1.8	0.0	2.1	1.1	7.1	0.0	0.2	5.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	25.0	0.0	25.2	7.6	15.3	0.0	10.7	11.7	8.9
LnGrp LOS	C	A	A	C	A	C	A	B		B	B	A
Approach Vol, veh/h		159			164			564	A		483	
Approach Delay, s/veh		27.2			25.1			13.6			11.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	38.3		16.1	10.7	35.0		16.1				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.4	24.1		8.1	4.1	11.9		5.6				
Green Ext Time (p_c), s	0.0	8.4		0.5	0.2	8.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	65	50	60	390	360	60
Future Vol, veh/h	65	50	60	390	360	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	5	8	6	5	3
Mvmt Flow	68	52	63	406	375	63
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	907	375	375	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.53	6.25	4.18	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.345	2.272	-	-	-
Pot Cap-1 Maneuver	293	665	1151	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	665	1151	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	14.7		1.1		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1151	-	490	-	-	
HCM Lane V/C Ratio	0.054	-	0.244	-	-	
HCM Control Delay (s)	8.3	-	14.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	1	-	-	

9: Bells Ferry Road & Butterworth Road




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	245	160	85	265	10	140	205	110	5	175	25
Future Volume (veh/h)	20	245	160	85	265	10	140	205	110	5	175	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	22	266	174	92	288	11	152	223	0	5	190	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	448	704	611	459	470	18	308	397		245	245	
Arrive On Green	0.19	0.38	0.38	0.07	0.26	0.26	0.10	0.22	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1776	68	1725	1796	1485	1810	1885	0
Grp Volume(v), veh/h	22	266	174	92	0	299	152	223	0	5	190	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	0	1843	1725	1796	1485	1810	1885	0
Q Serve(g_s), s	0.7	7.9	5.7	2.8	0.0	10.7	5.4	8.3	0.0	0.2	7.4	0.0
Cycle Q Clear(g_c), s	0.7	7.9	5.7	2.8	0.0	10.7	5.4	8.3	0.0	0.2	7.4	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	448	704	611	459	0	488	308	397		245	245	
V/C Ratio(X)	0.05	0.38	0.28	0.20	0.00	0.61	0.49	0.56		0.02	0.77	
Avail Cap(c_a), veh/h	448	1195	1037	663	0	1196	681	571		561	599	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.6	16.8	16.2	17.7	0.0	24.3	23.4	26.1	0.0	28.0	31.8	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.2	0.0	1.2	1.2	1.2	0.0	0.0	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	5.6	3.4	1.9	0.0	8.1	3.8	6.1	0.0	0.1	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	17.2	16.4	18.0	0.0	25.6	24.7	27.4	0.0	28.0	36.9	0.0
LnGrp LOS	B	B	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		462			391			375	A		195	A
Approach Delay, s/veh		16.6			23.8			26.3			36.7	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	13.7	15.8	11.1	34.9	6.8	22.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.7	12.7	7.4	9.4	4.8	9.9	2.2	10.3				
Green Ext Time (p_c), s	0.0	4.8	0.4	0.5	0.1	2.5	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	295	110	15	285	5	155	65	15	15	80	50
Future Volume (veh/h)	30	295	110	15	285	5	155	65	15	15	80	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	324	121	16	313	5	170	71	16	16	88	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	694	588	449	681	11	409	123	23	143	255	146
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1062	1870	1585	945	1836	29	923	507	95	83	1055	602
Grp Volume(v), veh/h	33	324	121	16	0	318	257	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1062	1870	1585	945	0	1865	1525	0	0	1740	0	0
Q Serve(g_s), s	0.8	4.3	1.7	0.4	0.0	4.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	4.3	1.7	4.7	0.0	4.2	4.6	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.66		0.06	0.10		0.35
Lane Grp Cap(c), veh/h	480	694	588	449	0	692	554	0	0	544	0	0
V/C Ratio(X)	0.07	0.47	0.21	0.04	0.00	0.46	0.46	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1531	2546	2157	1384	0	2539	1445	0	0	1626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	7.7	6.9	9.5	0.0	7.7	10.9	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.0	0.0	0.5	0.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	2.0	0.6	0.1	0.0	1.9	1.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	8.2	7.1	9.5	0.0	8.2	11.5	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		478			334			257			159	
Approach Delay, s/veh		8.0			8.2			11.5			10.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		14.3		18.0		14.3				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		7.0		6.6		6.7		4.4				
Green Ext Time (p_c), s		0.9		1.4		1.2		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				9.1								
HCM 6th LOS				A								

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	570	10	10	545
Future Vol, veh/h	5	5	570	10	10	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	5	600	11	11	574
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1202	606	0	0	611	0
Stage 1	606	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	206	501	-	-	978	-
Stage 1	548	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	501	-	-	978	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18	0		0.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	288	978	-	
HCM Lane V/C Ratio	-	-	0.037	0.011	-	
HCM Control Delay (s)	-	-	18	8.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	













2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	35	40	535	520	135
Future Vol, veh/h	90	35	40	535	520	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	0	1	0	0
Mvmt Flow	92	36	41	546	531	138
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1159	531	669	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	214	548	931	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	548	931	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	29.4	0.6	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	931	-	205	548	-	-
HCM Lane V/C Ratio	0.044	-	0.448	0.065	-	-
HCM Control Delay (s)	9	-	36.1	12	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	0.2	-	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	20	5	615	5	30	650	0
Future Vol, veh/h	0	0	0	5	0	20	5	615	5	30	650	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	5	0	2	0	0	0	0
Mvmt Flow	0	0	0	5	0	21	5	647	5	32	684	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1418	1410	684	1408	1408	650	684	0	0	652	0	0
Stage 1	748	748	-	660	660	-	-	-	-	-	-	-
Stage 2	670	662	-	748	748	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	140	452	118	140	464	919	-	-	944	-	-
Stage 1	408	423	-	455	463	-	-	-	-	-	-	-
Stage 2	450	462	-	408	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	131	452	112	131	464	919	-	-	944	-	-
Mov Cap-2 Maneuver	105	131	-	112	131	-	-	-	-	-	-	-
Stage 1	404	400	-	451	459	-	-	-	-	-	-	-
Stage 2	426	458	-	386	400	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			18.9			0.1			0.4		
HCM LOS	A			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	919	-	-	-	285	944	-	-				
HCM Lane V/C Ratio	0.006	-	-	-	0.092	0.033	-	-				
HCM Control Delay (s)	8.9	0	-	0	18.9	8.9	0	-				
HCM Lane LOS	A	A	-	A	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-	-				

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	335	15	355	280	15	345
Future Volume (veh/h)	335	15	355	280	15	345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1870	1900	1900
Adj Flow Rate, veh/h	345	0	366	0	15	356
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	2	0	0
Cap, veh/h	441		642		376	928
Arrive On Green	0.24	0.00	0.34	0.00	0.02	0.49
Sat Flow, veh/h	1810	1610	1885	1585	1810	1900
Grp Volume(v), veh/h	345	0	366	0	15	356
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1585	1810	1900
Q Serve(g_s), s	8.3	0.0	7.4	0.0	0.2	5.5
Cycle Q Clear(g_c), s	8.3	0.0	7.4	0.0	0.2	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	441		642		376	928
V/C Ratio(X)	0.78		0.57		0.04	0.38
Avail Cap(c_a), veh/h	1125		1557		885	1569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	12.6	0.0	9.4	7.5
Incr Delay (d2), s/veh	3.1	0.0	0.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.0	4.3	0.0	0.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	0.0	13.4	0.0	9.4	7.8
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	345	A	366	A		371
Approach Delay, s/veh	19.6		13.4			7.8
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.3		17.4	6.9	22.4
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		7.5		10.3	2.2	9.4
Green Ext Time (p_c), s		6.4		1.2	0.0	6.5
Intersection Summary						
HCM 6th Ctrl Delay			13.4			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	80	135	30	80	220	270	40	290	40	195	250	65
Future Volume (veh/h)	80	135	30	80	220	270	40	290	40	195	250	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	82	139	0	82	227	0	41	299	0	201	258	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	210	291		361	1117		466	496		467	626	
Arrive On Green	0.13	0.13	0.00	0.08	0.31	0.00	0.05	0.26	0.00	0.12	0.33	0.00
Sat Flow, veh/h	805	2295	0	1795	3610	1610	1781	1885	1547	1781	1900	1572
Grp Volume(v), veh/h	126	95	0	82	227	0	41	299	0	201	258	0
Grp Sat Flow(s),veh/h/ln	1385	1630	0	1795	1805	1610	1781	1885	1547	1781	1900	1572
Q Serve(g_s), s	4.3	3.1	0.0	2.1	2.7	0.0	0.9	8.0	0.0	4.5	6.0	0.0
Cycle Q Clear(g_c), s	4.9	3.1	0.0	2.1	2.7	0.0	0.9	8.0	0.0	4.5	6.0	0.0
Prop In Lane	0.65		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	215		361	1117		466	496		467	626	
V/C Ratio(X)	0.44	0.44		0.23	0.20		0.09	0.60		0.43	0.41	
Avail Cap(c_a), veh/h	607	604		826	2913		595	1284		789	1626	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	22.9	0.0	17.4	14.6	0.0	13.9	18.5	0.0	13.1	14.9	0.0
Incr Delay (d2), s/veh	1.1	1.4	0.0	0.3	0.1	0.0	0.1	1.2	0.0	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	2.2	0.0	1.4	1.7	0.0	0.6	5.5	0.0	2.7	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	24.3	0.0	17.7	14.7	0.0	13.9	19.7	0.0	13.7	15.3	0.0
LnGrp LOS	C	C		B	B		B	B		B	B	
Approach Vol, veh/h		221	A		309	A		340	A		459	A
Approach Delay, s/veh		24.5			15.5			19.0			14.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	24.9	10.2	13.3	12.7	21.1		23.5				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	49	* 49	* 19	* 21	17.0	* 39		* 46				
Max Q Clear Time (g_c+1), s	8.0	8.0	4.1	6.9	6.5	10.0		4.7				
Green Ext Time (p_c), s	0.0	4.8	0.2	0.7	0.4	5.1		0.9				

Intersection Summary

HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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






















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

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

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	30	110	585	55	90	480
Future Vol, veh/h	30	110	585	55	90	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	31	112	597	56	92	490
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1299	625	0	0	653	0
Stage 1	625	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.46	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	175	474	-	-	920	-
Stage 1	526	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	158	474	-	-	920	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.8	0	1.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	332	920	-	
HCM Lane V/C Ratio	-	-	0.43	0.1	-	
HCM Control Delay (s)	-	-	23.8	9.3	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2.1	0.3	-	
























7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	15	90	45	20	30	145	515	35	20	435	60
Future Volume (veh/h)	35	15	90	45	20	30	145	515	35	20	435	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	36	16	94	47	21	31	151	536	0	21	453	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	123	37	134	331	90	132	518	890		430	762	646
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.10	0.48	0.00	0.03	0.41	0.41
Sat Flow, veh/h	284	288	1034	1304	693	1023	1795	1856	1610	1810	1870	1585
Grp Volume(v), veh/h	146	0	0	47	0	52	151	536	0	21	453	62
Grp Sat Flow(s),veh/h/ln	1605	0	0	1304	0	1716	1795	1856	1610	1810	1870	1585
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	1.4	2.3	11.0	0.0	0.3	9.8	1.3
Cycle Q Clear(g_c), s	4.5	0.0	0.0	1.4	0.0	1.4	2.3	11.0	0.0	0.3	9.8	1.3
Prop In Lane	0.25		0.64	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	0	331	0	222	518	890		430	762	646
V/C Ratio(X)	0.50	0.00	0.00	0.14	0.00	0.23	0.29	0.60		0.05	0.59	0.10
Avail Cap(c_a), veh/h	773	0	0	603	0	579	839	1941		606	1956	1658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	20.2	0.0	20.3	7.8	9.9	0.0	8.8	12.0	9.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	0.5	0.3	0.7	0.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.0	0.0	0.9	0.0	1.0	1.1	5.6	0.0	0.2	5.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	0.0	20.4	0.0	20.8	8.1	10.5	0.0	8.9	12.8	9.5
LnGrp LOS	C	A	A	C	A	C	A	B		A	B	A
Approach Vol, veh/h		146			99			687	A		536	
Approach Delay, s/veh		22.8			20.6			10.0			12.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	30.7		14.2	10.7	26.9		14.2				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.3	13.0		6.5	4.3	11.8		3.4				
Green Ext Time (p_c), s	0.0	11.9		0.4	0.3	8.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	85	55	70	510	460	75
Future Vol, veh/h	85	55	70	510	460	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	8	1	1	1	1
Mvmt Flow	88	57	72	526	474	77
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1144	474	474	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.42	6.28	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	221	578	1093	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	578	1093	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	23.3	1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1093	-	339	-	-	
HCM Lane V/C Ratio	0.066	-	0.426	-	-	
HCM Control Delay (s)	8.5	-	23.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	2.1	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	300	240	95	480	10	230	255	110	5	200	45
Future Volume (veh/h)	30	300	240	95	480	10	230	255	110	5	200	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	32	316	253	100	505	11	242	268	0	5	211	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	373	805	693	442	635	14	347	490		242	253	
Arrive On Green	0.14	0.43	0.43	0.06	0.35	0.35	0.14	0.26	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1838	40	1781	1885	1598	1810	1900	0
Grp Volume(v), veh/h	32	316	253	100	0	516	242	268	0	5	211	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	0	1878	1781	1885	1598	1810	1900	0
Q Serve(g_s), s	1.0	11.5	10.5	3.5	0.0	24.5	11.0	12.1	0.0	0.2	10.7	0.0
Cycle Q Clear(g_c), s	1.0	11.5	10.5	3.5	0.0	24.5	11.0	12.1	0.0	0.2	10.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	373	805	693	442	0	649	347	490		242	253	
V/C Ratio(X)	0.09	0.39	0.37	0.23	0.00	0.80	0.70	0.55		0.02	0.83	
Avail Cap(c_a), veh/h	373	926	797	594	0	930	534	490		479	461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	19.3	19.1	18.8	0.0	29.2	29.8	31.6	0.0	36.4	41.8	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.3	0.3	0.0	3.2	2.5	1.3	0.0	0.0	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	8.4	6.6	2.6	0.0	16.6	8.3	9.2	0.0	0.2	9.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	19.6	19.4	19.0	0.0	32.4	32.4	32.8	0.0	36.4	48.9	0.0
LnGrp LOS	B	B	B	B	A	C	C	C		D	D	
Approach Vol, veh/h		601			616			510	A		216	A
Approach Delay, s/veh		19.4			30.2			32.6			48.6	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.2	19.6	19.2	11.6	48.6	7.0	31.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.0	26.5	13.0	12.7	5.5	13.5	2.2	14.1				
Green Ext Time (p_c), s	0.0	7.6	0.6	0.5	0.2	2.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

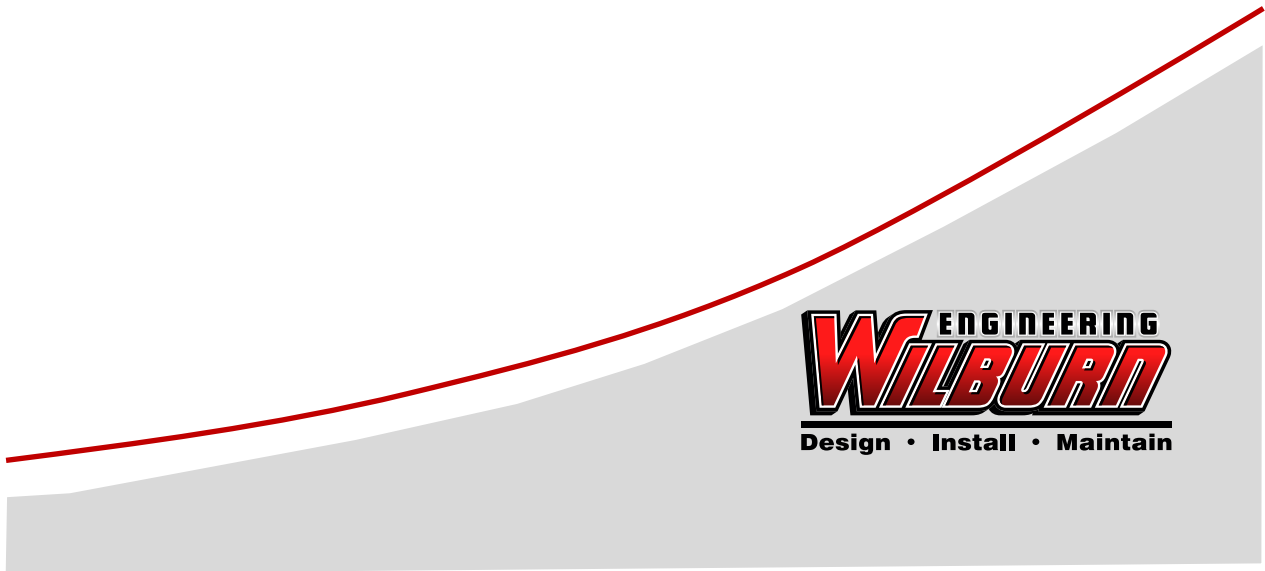
10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	245	125	20	355	10	200	80	15	15	105	85
Future Volume (veh/h)	35	245	125	20	355	10	200	80	15	15	105	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1870	1900	1900	1885	1900	1796	1900	1900
Adj Flow Rate, veh/h	36	255	130	21	370	10	208	83	16	16	109	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	5	2	0	0	1	0	7	0	0
Cap, veh/h	405	663	571	459	642	17	444	133	22	130	267	201
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1019	1870	1610	975	1813	49	959	481	79	58	966	729
Grp Volume(v), veh/h	36	255	130	21	0	380	307	0	0	214	0	0
Grp Sat Flow(s),veh/h/ln	1019	1870	1610	975	0	1862	1520	0	0	1753	0	0
Q Serve(g_s), s	1.0	3.5	1.9	0.6	0.0	5.6	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	3.5	1.9	4.0	0.0	5.6	5.7	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.68		0.05	0.07		0.42
Lane Grp Cap(c), veh/h	405	663	571	459	0	660	598	0	0	599	0	0
V/C Ratio(X)	0.09	0.38	0.23	0.05	0.00	0.58	0.51	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1368	2431	2093	1380	0	2419	1359	0	0	1568	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	8.2	7.7	9.7	0.0	8.9	10.7	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.2	0.0	0.0	0.8	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	1.7	0.8	0.2	0.0	2.8	2.4	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	8.5	7.9	9.7	0.0	9.7	11.4	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		421			401			307			214	
Approach Delay, s/veh		8.6			9.7			11.4			10.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		15.9		18.0		15.9				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		8.6		7.7		7.6		5.4				
Green Ext Time (p_c), s		0.6		1.8		1.5		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				9.9								
HCM 6th LOS				A								

APPENDIX K

CAPACITY ANALYSIS REPORTS, NO-BUILD CONDITIONS



2026

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	405	5	5	470
Future Vol, veh/h	10	5	405	5	5	470
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	33	2	0	50	1
Mvmt Flow	12	6	471	6	6	547

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1033	474	0	0	477	0
Stage 1	474	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.4	6.53	-	-	4.6	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	-	-	2.65	-
Pot Cap-1 Maneuver	260	532	-	-	876	-
Stage 1	630	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	532	-	-	876	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	876
HCM Lane V/C Ratio	-	-	0.056	0.007
HCM Control Delay (s)	-	-	17.3	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	150	60	15	395	415	50
Future Vol, veh/h	150	60	15	395	415	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	2	1	0
Mvmt Flow	169	67	17	444	466	56
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	944	466	522	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	290	597	1019	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	597	1019	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	27.9	0.3	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1019	-	285	597	-	-
HCM Lane V/C Ratio	0.017	-	0.591	0.113	-	-
HCM Control Delay (s)	8.6	-	34.4	11.8	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.5	0.4	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	5	0	25	5	535	5	10	460	0
Future Vol, veh/h	5	0	0	5	0	25	5	535	5	10	460	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	0	3	0	0	2	0
Mvmt Flow	5	0	0	5	0	27	5	588	5	11	505	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1141	1130	505	1128	1128	591	505	0	0	593	0	0
Stage 1	527	527	-	601	601	-	-	-	-	-	-	-
Stage 2	614	603	-	527	527	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	179	205	571	183	206	503	1070	-	-	993	-	-
Stage 1	538	532	-	491	493	-	-	-	-	-	-	-
Stage 2	483	492	-	538	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	166	200	571	180	201	503	1070	-	-	993	-	-
Mov Cap-2 Maneuver	166	200	-	180	201	-	-	-	-	-	-	-
Stage 1	534	524	-	488	490	-	-	-	-	-	-	-
Stage 2	453	489	-	530	524	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	27.4		15.2		0.1		0.2			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1070	-	-	166	387	993	-
HCM Lane V/C Ratio	0.005	-	-	0.033	0.085	0.011	-
HCM Control Delay (s)	8.4	0	-	27.4	15.2	8.7	0
HCM Lane LOS	A	A	-	D	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	180	25	270	295	40	290
Future Volume (veh/h)	180	25	270	295	40	290
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1841	1870	1870	1900	1870
Adj Flow Rate, veh/h	209	0	314	0	47	337
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	4	2	2	0	2
Cap, veh/h	286		662		503	1021
Arrive On Green	0.16	0.00	0.35	0.00	0.05	0.55
Sat Flow, veh/h	1795	1560	1870	1585	1810	1870
Grp Volume(v), veh/h	209	0	314	0	47	337
Grp Sat Flow(s),veh/h/ln	1795	1560	1870	1585	1810	1870
Q Serve(g_s), s	4.7	0.0	5.5	0.0	0.6	4.2
Cycle Q Clear(g_c), s	4.7	0.0	5.5	0.0	0.6	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	286		662		503	1021
V/C Ratio(X)	0.73		0.47		0.09	0.33
Avail Cap(c_a), veh/h	1229		1700		1010	1700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	10.6	0.0	7.2	5.3
Incr Delay (d2), s/veh	3.6	0.0	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	2.9	0.0	0.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	0.0	11.1	0.0	7.3	5.5
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	209	A	314	A		384
Approach Delay, s/veh	20.6		11.1			5.7
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.6		12.7	8.1	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		6.2		6.7	2.6	7.5
Green Ext Time (p_c), s		6.1		0.7	0.1	5.5
Intersection Summary						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Future Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	86	241	0	40	86	0	23	270	0	408	241	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	185	391		273	1004		422	426		591	757	
Arrive On Green	0.16	0.16	0.00	0.05	0.29	0.00	0.03	0.23	0.00	0.21	0.40	0.00
Sat Flow, veh/h	666	2594	0	1767	3441	1522	1753	1856	1610	1795	1870	1485
Grp Volume(v), veh/h	179	148	0	40	86	0	23	270	0	408	241	0
Grp Sat Flow(s),veh/h/ln	1572	1604	0	1767	1721	1522	1753	1856	1610	1795	1870	1485
Q Serve(g_s), s	6.0	5.6	0.0	1.2	1.2	0.0	0.6	8.6	0.0	10.3	5.8	0.0
Cycle Q Clear(g_c), s	7.0	5.6	0.0	1.2	1.2	0.0	0.6	8.6	0.0	10.3	5.8	0.0
Prop In Lane	0.48		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	250		273	1004		422	426		591	757	
V/C Ratio(X)	0.55	0.59		0.15	0.09		0.05	0.63		0.69	0.32	
Avail Cap(c_a), veh/h	845	790		573	2748		555	965		934	1517	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.2	25.7	0.0	20.1	16.8	0.0	18.1	22.7	0.0	13.4	13.3	0.0
Incr Delay (d2), s/veh	1.4	2.2	0.0	0.2	0.0	0.0	0.1	1.6	0.0	1.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	4.0	0.0	0.8	0.8	0.0	0.4	6.3	0.0	6.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	27.9	0.0	20.3	16.8	0.0	18.1	24.3	0.0	14.8	13.5	0.0
LnGrp LOS	C	C		C	B		B	C		B	B	
Approach Vol, veh/h		327	A		126	A		293	A		649	A
Approach Delay, s/veh		27.7			18.0			23.8			14.4	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	32.4	8.9	16.0	19.5	21.0		24.9				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	53	* 53	* 14	* 32	26.0	* 34		* 52				
Max Q Clear Time (g_c+1), s	7.8	7.8	3.2	9.0	12.3	10.6		3.2				
Green Ext Time (p_c), s	0.0	4.5	0.0	1.2	1.2	4.1		0.3				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	30	115	400	55	100	555
Future Vol, veh/h	30	115	400	55	100	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	34	131	455	63	114	631
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1346	487	0	0	518	0
Stage 1	487	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	169	569	-	-	1033	-
Stage 1	622	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	150	569	-	-	1033	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.1	0	1.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	361	1033	-	
HCM Lane V/C Ratio	-	-	0.456	0.11	-	
HCM Control Delay (s)	-	-	23.1	8.9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2.3	0.4	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Future Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	86	80	167	142	49	117	49	463	0	80	500	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	141	116	191	306	132	316	345	704		400	744	483
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.39	0.00	0.07	0.40	0.40
Sat Flow, veh/h	279	435	718	1151	498	1188	1654	1811	1585	1810	1841	1196
Grp Volume(v), veh/h	333	0	0	142	0	166	49	463	0	80	500	12
Grp Sat Flow(s),veh/h/ln	1432	0	0	1151	0	1686	1654	1811	1585	1810	1841	1196
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	5.4	1.2	14.2	0.0	1.7	15.0	0.4
Cycle Q Clear(g_c), s	15.3	0.0	0.0	13.1	0.0	5.4	1.2	14.2	0.0	1.7	15.0	0.4
Prop In Lane	0.26		0.50	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	306	0	448	345	704		400	744	483
V/C Ratio(X)	0.74	0.00	0.00	0.46	0.00	0.37	0.14	0.66		0.20	0.67	0.02
Avail Cap(c_a), veh/h	551	0	0	306	0	448	614	1452		452	1476	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	23.0	0.0	20.2	12.4	17.0	0.0	12.0	16.5	12.1
Incr Delay (d2), s/veh	4.3	0.0	0.0	1.1	0.0	0.5	0.2	1.1	0.0	0.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.0	0.0	3.8	0.0	3.8	0.7	8.9	0.0	1.0	9.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	0.0	24.1	0.0	20.7	12.6	18.0	0.0	12.3	17.5	12.1
LnGrp LOS	C	A	A	C	A	C	B	B		B	B	B
Approach Vol, veh/h		333			308			512	A		592	
Approach Delay, s/veh		28.3			22.3			17.5			16.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	32.1		25.5	9.0	33.1		25.5				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	3.7	16.2		17.3	3.2	17.0		15.1				
Green Ext Time (p_c), s	0.0	9.6		0.7	0.1	10.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C
























Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y ^T		Y ^T	↑	↑	Y ^T
Traffic Vol, veh/h	145	90	40	500	390	25
Future Vol, veh/h	145	90	40	500	390	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	13	6	5	15
Mvmt Flow	156	97	43	538	419	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1043	419	419	0	0	
Stage 1	419	-	-	-	-	
Stage 2	624	-	-	-	-	
Critical Hdwy	6.43	6.24	4.23	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	
Follow-up Hdwy	3.527	3.336	2.317	-	-	
Pot Cap-1 Maneuver	253	630	1083	-	-	
Stage 1	661	-	-	-	-	
Stage 2	532	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	243	630	1083	-	-	
Mov Cap-2 Maneuver	243	-	-	-	-	
Stage 1	635	-	-	-	-	
Stage 2	532	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	33.5	0.6	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1083	-	369	-	-	
HCM Lane V/C Ratio	0.04	-	0.685	-	-	
HCM Control Delay (s)	8.5	-	33.5	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	4.9	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Future Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	38	505	253	70	204	5	242	328	0	5	124	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	592	711	593	292	464	11	397	447		196	185	
Arrive On Green	0.18	0.38	0.38	0.06	0.26	0.26	0.15	0.24	0.00	0.01	0.10	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1803	44	1725	1841	1535	1810	1796	0
Grp Volume(v), veh/h	38	505	253	70	0	209	242	328	0	5	124	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	0	1848	1725	1841	1535	1810	1796	0
Q Serve(g_s), s	0.9	17.7	9.3	2.3	0.0	7.4	9.1	12.8	0.0	0.2	5.2	0.0
Cycle Q Clear(g_c), s	0.9	17.7	9.3	2.3	0.0	7.4	9.1	12.8	0.0	0.2	5.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	592	711	593	292	0	476	397	447		196	185	
V/C Ratio(X)	0.06	0.71	0.43	0.24	0.00	0.44	0.61	0.73		0.03	0.67	
Avail Cap(c_a), veh/h	592	1189	992	492	0	1165	670	569		503	555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	20.6	17.9	19.4	0.0	24.2	23.9	27.1	0.0	30.6	33.6	0.0
Incr Delay (d2), s/veh	0.2	1.3	0.5	0.4	0.0	0.6	1.5	3.6	0.0	0.1	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	11.8	5.5	1.6	0.0	5.6	6.4	9.4	0.0	0.1	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	21.9	18.4	19.8	0.0	24.8	25.4	30.7	0.0	30.7	37.7	0.0
LnGrp LOS	B	C	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		796			279			570	A		129	A
Approach Delay, s/veh		20.3			23.5			28.4			37.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	17.7	14.0	10.7	35.3	6.8	24.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.9	9.4	11.1	7.2	4.3	19.7	2.2	14.8				
Green Ext Time (p_c), s	0.0	3.2	0.6	0.3	0.1	6.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	235	90	15	225	5	215	110	20	10	30	60
Future Volume (veh/h)	40	235	90	15	225	5	215	110	20	10	30	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1796	1722	1900	1737	1900	1856	1811	1826	1530	1841	1722
Adj Flow Rate, veh/h	47	276	106	18	265	6	253	129	24	12	35	71
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	11	7	12	0	11	0	3	6	5	25	4	12
Cap, veh/h	385	568	462	385	535	12	453	185	30	125	211	351
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1029	1796	1459	1017	1692	38	845	522	86	59	597	991
Grp Volume(v), veh/h	47	276	106	18	0	271	406	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	1029	1796	1459	1017	0	1730	1453	0	0	1646	0	0
Q Serve(g_s), s	1.5	4.7	2.0	0.6	0.0	4.8	7.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	4.7	2.0	5.3	0.0	4.8	9.3	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.62		0.06	0.10		0.60
Lane Grp Cap(c), veh/h	385	568	462	385	0	547	668	0	0	687	0	0
V/C Ratio(X)	0.12	0.49	0.23	0.05	0.00	0.50	0.61	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	1253	2084	1693	1244	0	2007	1225	0	0	1318	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.1	10.5	9.6	12.6	0.0	10.5	10.8	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.3	0.0	0.0	0.7	0.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	2.6	0.9	0.2	0.0	2.6	3.5	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	11.1	9.8	12.6	0.0	11.2	11.6	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	B	B	A	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		429			289			406			118	
Approach Delay, s/veh		11.0			11.3			11.6			8.6	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		19.9		18.0		19.9				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		8.3		11.3		7.3		3.9				
Green Ext Time (p_c), s		0.8		2.2		1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay											11.1	
HCM 6th LOS											B	

1: Bells Ferry Road & Wooten Drive

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	435	5	5	410
Future Vol, veh/h	5	10	435	5	5	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	17	3	0	0	3
Mvmt Flow	6	11	483	6	6	456

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	954	486	0	0	489
Stage 1	486	-	-	-	-
Stage 2	468	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2
Pot Cap-1 Maneuver	289	552	-	-	1085
Stage 1	623	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	287	552	-	-	1085
Mov Cap-2 Maneuver	287	-	-	-	-
Stage 1	623	-	-	-	-
Stage 2	630	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	1085
HCM Lane V/C Ratio	-	-	0.039	0.005
HCM Control Delay (s)	-	-	13.9	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	85	30	30	415	385	100
Future Vol, veh/h	85	30	30	415	385	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	0	0	3	3	5
Mvmt Flow	91	32	32	446	414	108

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	924	414	522	0	-	0
Stage 1	414	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.49	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	291	643	1055	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	643	1055	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1055	-	282	643	-	-
HCM Lane V/C Ratio	0.031	-	0.324	0.05	-	-
HCM Control Delay (s)	8.5	-	23.8	10.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	0.2	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	20	0	495	5	25	485	0
Future Vol, veh/h	0	0	0	0	0	20	0	495	5	25	485	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	0	0	0	0	0	22	0	538	5	27	527	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1133	1124	527	1122	1122	541	527	0	0	543	0	0
Stage 1	581	581	-	541	541	-	-	-	-	-	-	-
Stage 2	552	543	-	581	581	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	182	207	555	185	208	545	1050	-	-	1016	-	-
Stage 1	503	503	-	529	524	-	-	-	-	-	-	-
Stage 2	522	523	-	503	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	199	555	180	200	545	1050	-	-	1016	-	-
Mov Cap-2 Maneuver	170	199	-	180	200	-	-	-	-	-	-	-
Stage 1	503	484	-	529	524	-	-	-	-	-	-	-
Stage 2	501	523	-	484	484	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	0		11.9		0		0.4			
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	-	545	1016	-
HCM Lane V/C Ratio	-	-	-	-	0.04	0.027	-
HCM Control Delay (s)	0	-	-	0	11.9	8.6	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	20	325	190	20	325
Future Volume (veh/h)	185	20	325	190	20	325
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1900	1841	1826	1900	1841
Adj Flow Rate, veh/h	195	0	342	0	21	342
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	4	5	0	4
Cap, veh/h	267		678		461	997
Arrive On Green	0.15	0.00	0.37	0.00	0.03	0.54
Sat Flow, veh/h	1767	1610	1841	1547	1810	1841
Grp Volume(v), veh/h	195	0	342	0	21	342
Grp Sat Flow(s),veh/h/ln	1767	1610	1841	1547	1810	1841
Q Serve(g_s), s	4.3	0.0	5.9	0.0	0.3	4.3
Cycle Q Clear(g_c), s	4.3	0.0	5.9	0.0	0.3	4.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	267		678		461	997
V/C Ratio(X)	0.73		0.50		0.05	0.34
Avail Cap(c_a), veh/h	1259		1741		1036	1741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	10.0	0.0	7.2	5.2
Incr Delay (d2), s/veh	3.8	0.0	0.6	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	2.9	0.0	0.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	0.0	10.6	0.0	7.2	5.5
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	195	A	342	A		363
Approach Delay, s/veh	20.3		10.6			5.6
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.6		12.2	7.1	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		6.3		6.3	2.3	7.9
Green Ext Time (p_c), s		6.2		0.6	0.0	6.1
Intersection Summary						
HCM 6th Ctrl Delay			10.6			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Future Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	81	134	0	108	194	0	32	269	0	258	210	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	206	275		364	1096		490	466		500	643	
Arrive On Green	0.13	0.13	0.00	0.08	0.31	0.00	0.04	0.25	0.00	0.14	0.35	0.00
Sat Flow, veh/h	830	2267	0	1781	3554	1598	1767	1841	1572	1753	1841	1560
Grp Volume(v), veh/h	123	92	0	108	194	0	32	269	0	258	210	0
Grp Sat Flow(s),veh/h/ln	1395	1617	0	1781	1777	1598	1767	1841	1572	1753	1841	1560
Q Serve(g_s), s	4.4	3.1	0.0	2.9	2.4	0.0	0.8	7.6	0.0	5.9	5.0	0.0
Cycle Q Clear(g_c), s	4.9	3.1	0.0	2.9	2.4	0.0	0.8	7.6	0.0	5.9	5.0	0.0
Prop In Lane	0.66		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	204		364	1096		490	466		500	643	
V/C Ratio(X)	0.45	0.45		0.30	0.18		0.07	0.58		0.52	0.33	
Avail Cap(c_a), veh/h	500	470		521	1993		625	1151		614	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	24.0	0.0	18.2	15.0	0.0	15.0	19.3	0.0	12.6	14.1	0.0
Incr Delay (d2), s/veh	1.1	1.5	0.0	0.4	0.1	0.0	0.1	1.1	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	2.2	0.0	2.0	1.5	0.0	0.5	5.2	0.0	3.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	25.5	0.0	18.7	15.0	0.0	15.0	20.4	0.0	13.5	14.4	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		215	A		302	A		301	A		468	A
Approach Delay, s/veh		25.7			16.3			19.9			13.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	26.7	10.8	13.3	14.1	21.0		24.1				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	42	* 42	* 10	* 17	12.0	* 37		* 33				
Max Q Clear Time (g_c+1), s	7.0	7.0	4.9	6.9	7.9	9.6		4.4				
Green Ext Time (p_c), s	0.0	3.6	0.1	0.5	0.3	4.4		0.7				

Intersection Summary

HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	90	455	60	95	445
Future Vol, veh/h	40	90	455	60	95	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	44	100	506	67	106	494
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1246	540	0	0	573	0
Stage 1	540	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	192	527	-	-	976	-
Stage 1	584	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	171	527	-	-	976	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	25.1	0	1.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	321	976	-	
HCM Lane V/C Ratio	-	-	0.45	0.108	-	
HCM Control Delay (s)	-	-	25.1	9.1	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.2	0.4	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Future Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	35	18	112	82	29	65	135	465	0	24	441	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	96	39	147	269	74	166	554	551		316	890	760
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.08	0.55	0.00	0.03	0.50	0.50
Sat Flow, veh/h	213	277	1037	1280	521	1168	1767	1011	1585	1810	1796	1535
Grp Volume(v), veh/h	165	0	0	82	0	94	135	465	0	24	441	41
Grp Sat Flow(s),veh/h/ln	1528	0	0	1280	0	1690	1767	1011	1585	1810	1796	1535
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	3.4	2.3	25.8	0.0	0.4	11.0	0.9
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.7	0.0	3.4	2.3	25.8	0.0	0.4	11.0	0.9
Prop In Lane	0.21		0.68	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	0	0	269	0	240	554	551		316	890	760
V/C Ratio(X)	0.59	0.00	0.00	0.30	0.00	0.39	0.24	0.84		0.08	0.50	0.05
Avail Cap(c_a), veh/h	588	0	0	424	0	443	795	821		436	1460	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	26.6	0.0	26.0	7.5	12.8	0.0	11.4	11.3	8.7
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.6	0.0	1.0	0.2	5.2	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	2.2	0.0	2.5	1.2	8.7	0.0	0.2	6.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	0.0	27.2	0.0	27.1	7.7	18.0	0.0	11.5	11.7	8.8
LnGrp LOS	C	A	A	C	A	C	A	B		B	B	A
Approach Vol, veh/h		165			176			600	A		506	
Approach Delay, s/veh		29.4			27.1			15.7			11.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	42.2		17.0	10.9	38.8		17.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.4	27.8		9.0	4.3	13.0		6.7				
Green Ext Time (p_c), s	0.0	8.6		0.5	0.3	8.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B
























Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	70	55	65	415	375	65
Future Vol, veh/h	70	55	65	415	375	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	5	8	6	5	3
Mvmt Flow	73	57	68	432	391	68
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	959	391	391	0	0	
Stage 1	391	-	-	-	-	
Stage 2	568	-	-	-	-	
Critical Hdwy	6.53	6.25	4.18	-	-	
Critical Hdwy Stg 1	5.53	-	-	-	-	
Critical Hdwy Stg 2	5.53	-	-	-	-	
Follow-up Hdwy	3.617	3.345	2.272	-	-	
Pot Cap-1 Maneuver	272	651	1136	-	-	
Stage 1	660	-	-	-	-	
Stage 2	546	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	256	651	1136	-	-	
Mov Cap-2 Maneuver	256	-	-	-	-	
Stage 1	620	-	-	-	-	
Stage 2	546	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	16	1.1	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1136	-	457	-	-	
HCM Lane V/C Ratio	0.06	-	0.285	-	-	
HCM Control Delay (s)	8.4	-	16	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-	

9: Bells Ferry Road & Butterworth Road




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Future Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	22	283	185	98	304	11	163	239	0	5	196	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	434	695	603	452	467	17	313	409		240	251	
Arrive On Green	0.18	0.38	0.38	0.07	0.26	0.26	0.11	0.23	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1780	64	1725	1796	1485	1810	1885	0
Grp Volume(v), veh/h	22	283	185	98	0	315	163	239	0	5	196	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	0	1844	1725	1796	1485	1810	1885	0
Q Serve(g_s), s	0.7	8.6	6.2	3.0	0.0	11.6	5.8	9.0	0.0	0.2	7.7	0.0
Cycle Q Clear(g_c), s	0.7	8.6	6.2	3.0	0.0	11.6	5.8	9.0	0.0	0.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	434	695	603	452	0	484	313	409		240	251	
V/C Ratio(X)	0.05	0.41	0.31	0.22	0.00	0.65	0.52	0.58		0.02	0.78	
Avail Cap(c_a), veh/h	434	1185	1028	652	0	1187	676	566		554	594	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	17.4	16.7	18.0	0.0	25.0	23.5	26.2	0.0	28.0	31.9	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.2	0.0	1.5	1.3	1.3	0.0	0.0	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	6.2	3.7	2.1	0.0	8.6	4.1	6.6	0.0	0.1	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	17.8	17.0	18.3	0.0	26.4	24.8	27.5	0.0	28.1	37.2	0.0
LnGrp LOS	B	B	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		490			413			402	A		201	A
Approach Delay, s/veh		17.2			24.5			26.4			36.9	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	14.0	16.1	11.2	34.8	6.8	23.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.7	13.6	7.8	9.7	5.0	10.6	2.2	11.0				
Green Ext Time (p_c), s	0.0	5.1	0.4	0.5	0.2	2.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	315	115	15	300	5	165	70	15	15	80	55
Future Volume (veh/h)	30	315	115	15	300	5	165	70	15	15	80	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	346	126	16	330	5	181	77	16	16	88	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	683	578	422	671	10	416	130	23	140	261	162
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1045	1870	1585	922	1838	28	919	511	89	78	1023	635
Grp Volume(v), veh/h	33	346	126	16	0	335	274	0	0	164	0	0
Grp Sat Flow(s),veh/h/ln	1045	1870	1585	922	0	1865	1519	0	0	1735	0	0
Q Serve(g_s), s	0.8	4.7	1.8	0.5	0.0	4.6	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	4.7	1.8	5.2	0.0	4.6	5.0	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.66		0.06	0.10		0.37
Lane Grp Cap(c), veh/h	455	683	578	422	0	681	569	0	0	562	0	0
V/C Ratio(X)	0.07	0.51	0.22	0.04	0.00	0.49	0.48	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1472	2503	2121	1319	0	2496	1419	0	0	1595	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	8.1	7.2	10.2	0.0	8.1	10.9	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.3	0.7	0.1	0.0	2.2	2.1	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	8.7	7.4	10.2	0.0	8.6	11.5	0.0	0.0	10.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		505			351			274			164	
Approach Delay, s/veh		8.5			8.7			11.5			10.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		14.9		18.0		14.9				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		7.4		7.0		7.2		4.5				
Green Ext Time (p_c), s		1.0		1.5		1.3		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				9.4								
HCM 6th LOS				A								

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	595	10	10	575
Future Vol, veh/h	5	5	595	10	10	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	5	626	11	11	605
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1259	632	0	0	637	0
Stage 1	632	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	190	484	-	-	956	-
Stage 1	534	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	484	-	-	956	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18.9	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	270	956	-	
HCM Lane V/C Ratio	-	-	0.039	0.011	-	
HCM Control Delay (s)	-	-	18.9	8.8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	95	35	40	560	550	145
Future Vol, veh/h	95	35	40	560	550	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	0	1	0	0
Mvmt Flow	97	36	41	571	561	148
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1214	561	709	0	-	0
Stage 1	561	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	199	527	899	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	527	899	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	34.2	0.6	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	899	-	190	527	-	-
HCM Lane V/C Ratio	0.045	-	0.51	0.068	-	-
HCM Control Delay (s)	9.2	-	42.2	12.3	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	0.2	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	20	5	645	5	30	690	0
Future Vol, veh/h	0	0	0	5	0	20	5	645	5	30	690	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	5	0	2	0	0	0	0
Mvmt Flow	0	0	0	5	0	21	5	679	5	32	726	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1492	1484	726	1482	1482	682	726	0	0	684	0	0
Stage 1	790	790	-	692	692	-	-	-	-	-	-	-
Stage 2	702	694	-	790	790	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	103	126	428	104	126	445	886	-	-	919	-	-
Stage 1	386	404	-	437	448	-	-	-	-	-	-	-
Stage 2	432	447	-	386	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	93	118	428	99	118	445	886	-	-	919	-	-
Mov Cap-2 Maneuver	93	118	-	99	118	-	-	-	-	-	-	-
Stage 1	383	381	-	433	444	-	-	-	-	-	-	-
Stage 2	408	443	-	364	381	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	0		20.3		0.1			0.4		
HCM LOS	A		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	886	-	-	-	262	919	-
HCM Lane V/C Ratio	0.006	-	-	-	0.1	0.034	-
HCM Control Delay (s)	9.1	0	-	0	20.3	9.1	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	355	15	370	295	15	365
Future Volume (veh/h)	355	15	370	295	15	365
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1870	1900	1900
Adj Flow Rate, veh/h	366	0	381	0	15	376
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	2	0	0
Cap, veh/h	460		652		366	928
Arrive On Green	0.25	0.00	0.35	0.00	0.02	0.49
Sat Flow, veh/h	1810	1610	1885	1585	1810	1900
Grp Volume(v), veh/h	366	0	381	0	15	376
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1585	1810	1900
Q Serve(g_s), s	9.2	0.0	8.0	0.0	0.2	6.1
Cycle Q Clear(g_c), s	9.2	0.0	8.0	0.0	0.2	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	460		652		366	928
V/C Ratio(X)	0.80		0.58		0.04	0.41
Avail Cap(c_a), veh/h	1081		1495		854	1507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	13.0	0.0	9.7	7.9
Incr Delay (d2), s/veh	3.2	0.0	0.8	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	4.8	0.0	0.1	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	13.9	0.0	9.7	8.2
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	366	A	381	A		391
Approach Delay, s/veh	20.1		13.9			8.3
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.2		18.3	6.9	23.3
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		8.1		11.2	2.2	10.0
Green Ext Time (p_c), s		6.8		1.3	0.0	6.7
Intersection Summary						
HCM 6th Ctrl Delay			13.9			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Future Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	88	149	0	88	242	0	41	314	0	211	273	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	212	301		358	1128		462	508		465	644	
Arrive On Green	0.14	0.14	0.00	0.08	0.31	0.00	0.05	0.27	0.00	0.12	0.34	0.00
Sat Flow, veh/h	811	2268	0	1795	3610	1610	1781	1885	1547	1781	1900	1572
Grp Volume(v), veh/h	133	104	0	88	242	0	41	314	0	211	273	0
Grp Sat Flow(s),veh/h/ln	1363	1630	0	1795	1805	1610	1781	1885	1547	1781	1900	1572
Q Serve(g_s), s	4.9	3.5	0.0	2.3	2.9	0.0	1.0	8.7	0.0	4.9	6.6	0.0
Cycle Q Clear(g_c), s	5.5	3.5	0.0	2.3	2.9	0.0	1.0	8.7	0.0	4.9	6.6	0.0
Prop In Lane	0.66		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	224		358	1128		462	508		465	644	
V/C Ratio(X)	0.46	0.46		0.25	0.21		0.09	0.62		0.45	0.42	
Avail Cap(c_a), veh/h	577	580		799	2800		583	1235		761	1563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	23.6	0.0	18.0	15.1	0.0	14.2	19.1	0.0	13.3	15.2	0.0
Incr Delay (d2), s/veh	1.2	1.5	0.0	0.4	0.1	0.0	0.1	1.2	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	2.5	0.0	1.6	2.0	0.0	0.6	6.1	0.0	3.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	25.1	0.0	18.3	15.2	0.0	14.3	20.3	0.0	14.0	15.6	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		237	A		330	A		355	A		484	A
Approach Delay, s/veh		25.4			16.0			19.6			14.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	26.2	10.4	14.0	13.1	22.0		24.4				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	49	* 49	* 19	* 21	17.0	* 39		* 46				
Max Q Clear Time (g_c+1), s	8.6	8.6	4.3	7.5	6.9	10.7		4.9				
Green Ext Time (p_c), s	0.0	5.1	0.2	0.7	0.5	5.3		1.0				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	115	620	55	95	510
Future Vol, veh/h	30	115	620	55	95	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	31	117	633	56	97	520
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1375	661	0	0	689	0
Stage 1	661	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.46	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	157	452	-	-	891	-
Stage 1	506	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	140	452	-	-	891	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	26.9	0		1.5		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	309	891	-	
HCM Lane V/C Ratio	-	-	0.479	0.109	-	
HCM Control Delay (s)	-	-	26.9	9.5	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.5	0.4	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Future Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	36	16	99	52	21	31	161	568	0	21	479	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	118	37	138	319	91	134	509	917		419	792	672
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.10	0.49	0.00	0.03	0.42	0.42
Sat Flow, veh/h	271	282	1053	1298	693	1023	1795	1856	1610	1810	1870	1585
Grp Volume(v), veh/h	151	0	0	52	0	52	161	568	0	21	479	68
Grp Sat Flow(s),veh/h/ln	1607	0	0	1298	0	1716	1795	1856	1610	1810	1870	1585
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	1.5	2.5	12.1	0.0	0.3	10.8	1.4
Cycle Q Clear(g_c), s	4.8	0.0	0.0	1.7	0.0	1.5	2.5	12.1	0.0	0.3	10.8	1.4
Prop In Lane	0.24		0.66	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	0	319	0	225	509	917		419	792	672
V/C Ratio(X)	0.52	0.00	0.00	0.16	0.00	0.23	0.32	0.62		0.05	0.60	0.10
Avail Cap(c_a), veh/h	738	0	0	567	0	553	810	1851		585	1866	1582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	21.2	0.0	21.1	7.9	10.0	0.0	8.8	12.1	9.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	0.0	0.5	0.4	0.7	0.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.0	1.0	0.0	1.1	1.2	6.3	0.0	0.2	6.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	0.0	21.5	0.0	21.6	8.3	10.7	0.0	8.9	12.9	9.5
LnGrp LOS	C	A	A	C	A	C	A	B		A	B	A
Approach Vol, veh/h		151			104			729	A		568	
Approach Delay, s/veh		24.0			21.6			10.2			12.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	32.7		14.6	10.9	28.8		14.6				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.3	14.1		6.8	4.5	12.8		3.7				
Green Ext Time (p_c), s	0.0	12.7		0.5	0.3	9.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B
























Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	90	55	75	535	490	80
Future Vol, veh/h	90	55	75	535	490	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	8	1	1	1	1
Mvmt Flow	93	57	77	552	505	82
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1211	505	505	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.28	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	201	555	1065	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	555	1065	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	28.2		1.1		0	
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1065	-	301	-	-	
HCM Lane V/C Ratio	0.073	-	0.497	-	-	
HCM Control Delay (s)	8.6	-	28.2	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	2.6	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Future Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	32	337	268	105	537	11	258	279	0	5	226	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	349	813	700	421	655	13	350	513		243	265	
Arrive On Green	0.13	0.43	0.43	0.05	0.36	0.36	0.14	0.27	0.00	0.01	0.14	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1841	38	1781	1885	1598	1810	1900	0
Grp Volume(v), veh/h	32	337	268	105	0	548	258	279	0	5	226	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	0	1878	1781	1885	1598	1810	1900	0
Q Serve(g_s), s	1.1	13.1	11.9	3.8	0.0	27.9	12.4	13.3	0.0	0.2	12.2	0.0
Cycle Q Clear(g_c), s	1.1	13.1	11.9	3.8	0.0	27.9	12.4	13.3	0.0	0.2	12.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	349	813	700	421	0	668	350	513		243	265	
V/C Ratio(X)	0.09	0.41	0.38	0.25	0.00	0.82	0.74	0.54		0.02	0.85	
Avail Cap(c_a), veh/h	349	872	751	563	0	876	503	513		466	434	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	20.5	20.1	19.5	0.0	30.8	31.2	32.7	0.0	38.1	44.1	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.3	0.3	0.0	4.8	3.3	1.2	0.0	0.0	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	9.4	7.6	2.9	0.0	18.9	9.2	10.0	0.0	0.2	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	20.8	20.5	19.8	0.0	35.6	34.5	33.8	0.0	38.1	52.7	0.0
LnGrp LOS	B	C	C	B	A	D	C	C		D	D	
Approach Vol, veh/h		637			653			537	A		231	A
Approach Delay, s/veh		20.5			33.0			34.1			52.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	43.4	21.0	20.7	11.7	51.6	7.1	34.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.1	29.9	14.4	14.2	5.8	15.1	2.2	15.3				
Green Ext Time (p_c), s	0.0	7.5	0.6	0.5	0.2	2.9	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	260	135	20	375	10	210	80	15	15	115	90
Future Volume (veh/h)	35	260	135	20	375	10	210	80	15	15	115	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1870	1900	1900	1885	1900	1796	1900	1900
Adj Flow Rate, veh/h	36	271	141	21	391	10	219	83	16	16	120	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	5	2	0	0	1	0	7	0	0
Cap, veh/h	383	656	565	439	637	16	456	130	22	128	280	204
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	999	1870	1610	951	1816	46	979	459	76	53	986	718
Grp Volume(v), veh/h	36	271	141	21	0	401	318	0	0	230	0	0
Grp Sat Flow(s),veh/h/ln	999	1870	1610	951	0	1862	1514	0	0	1756	0	0
Q Serve(g_s), s	1.1	3.8	2.1	0.6	0.0	6.1	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	3.8	2.1	4.3	0.0	6.1	5.9	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.69		0.05	0.07		0.41
Lane Grp Cap(c), veh/h	383	656	565	439	0	653	607	0	0	611	0	0
V/C Ratio(X)	0.09	0.41	0.25	0.05	0.00	0.61	0.52	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1318	2406	2071	1329	0	2395	1335	0	0	1556	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	8.4	7.9	10.1	0.0	9.2	10.7	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.2	0.0	0.0	0.9	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	1.9	0.9	0.2	0.0	3.1	2.4	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	8.8	8.1	10.1	0.0	10.1	11.4	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		448			422			318			230	
Approach Delay, s/veh		8.9			10.1			11.4			10.5	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		16.2		18.0		16.2				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		9.2		7.9		8.1		5.7				
Green Ext Time (p_c), s		0.7		1.9		1.6		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

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1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	5	500	5	5	580
Future Vol, veh/h	10	5	500	5	5	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	33	2	0	50	1
Mvmt Flow	12	6	581	6	6	674
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1270	584	0	0	587	0
Stage 1	584	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.4	6.53	-	-	4.6	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	-	-	2.65	-
Pot Cap-1 Maneuver	187	458	-	-	790	-
Stage 1	561	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	185	458	-	-	790	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.9	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	231	790	-	
HCM Lane V/C Ratio	-	-	0.076	0.007	-	
HCM Control Delay (s)	-	-	21.9	9.6	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	













2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	15.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	185	75	20	485	510	60
Future Vol, veh/h	185	75	20	485	510	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	2	1	0
Mvmt Flow	208	84	22	545	573	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1162	573	640	0	0	
Stage 1	573	-	-	-	-	
Stage 2	589	-	-	-	-	
Critical Hdwy	6.43	6.22	4.17	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	
Follow-up Hdwy	3.527	3.318	2.263	-	-	
Pot Cap-1 Maneuver	215	519	921	-	-	
Stage 1	562	-	-	-	-	
Stage 2	553	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	210	519	921	-	-	
Mov Cap-2 Maneuver	210	-	-	-	-	
Stage 1	549	-	-	-	-	
Stage 2	553	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	80.2	0.4	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	921	-	210	519	-	-
HCM Lane V/C Ratio	0.024	-	0.99	0.162	-	-
HCM Control Delay (s)	9	-	107.3	13.3	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	8.7	0.6	-	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Future Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	0	3	0	0	2	0
Mvmt Flow	5	0	0	5	0	33	5	725	5	11	621	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1397	1383	621	1381	1381	728	621	0	0	730	0	0
Stage 1	643	643	-	738	738	-	-	-	-	-	-	-
Stage 2	754	740	-	643	643	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	145	491	123	145	420	969	-	-	883	-	-
Stage 1	465	472	-	413	427	-	-	-	-	-	-	-
Stage 2	404	426	-	465	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	141	491	120	141	420	969	-	-	883	-	-
Mov Cap-2 Maneuver	108	141	-	120	141	-	-	-	-	-	-	-
Stage 1	461	463	-	409	423	-	-	-	-	-	-	-
Stage 2	369	422	-	456	463	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	40.1			18.3			0.1			0.2		
HCM LOS	E			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	969	-	-	108	309	883	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.051	0.124	0.012	-	-				
HCM Control Delay (s)	8.7	0	-	40.1	18.3	9.1	0	-				
HCM Lane LOS	A	A	-	E	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-				

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	220	30	335	360	50	355
Future Volume (veh/h)	220	30	335	360	50	355
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1841	1870	1870	1900	1870
Adj Flow Rate, veh/h	256	0	390	0	58	413
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	4	2	2	0	2
Cap, veh/h	339		673		449	1018
Arrive On Green	0.19	0.00	0.36	0.00	0.06	0.54
Sat Flow, veh/h	1795	1560	1870	1585	1810	1870
Grp Volume(v), veh/h	256	0	390	0	58	413
Grp Sat Flow(s),veh/h/ln	1795	1560	1870	1585	1810	1870
Q Serve(g_s), s	6.3	0.0	7.9	0.0	0.8	6.0
Cycle Q Clear(g_c), s	6.3	0.0	7.9	0.0	0.8	6.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	339		673		449	1018
V/C Ratio(X)	0.76		0.58		0.13	0.41
Avail Cap(c_a), veh/h	1112		1537		888	1537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	12.1	0.0	8.2	6.2
Incr Delay (d2), s/veh	3.4	0.0	0.8	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	4.5	0.0	0.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.4	0.0	12.9	0.0	8.3	6.5
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	256	A	390	A		471
Approach Delay, s/veh	21.4		12.9			6.7
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.0		14.8	8.6	23.3
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		8.0		8.3	2.8	9.9
Green Ext Time (p_c), s		7.6		0.8	0.1	6.9
Intersection Summary						
HCM 6th Ctrl Delay			12.3			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	90	255	105	45	90	175	25	290	50	435	255	25
Future Volume (veh/h)	90	255	105	45	90	175	25	290	50	435	255	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	103	293	0	52	103	0	29	333	0	500	293	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	188	423		251	1022		418	461		595	832	
Arrive On Green	0.17	0.17	0.00	0.05	0.30	0.00	0.04	0.25	0.00	0.23	0.44	0.00
Sat Flow, veh/h	700	2530	0	1767	3441	1522	1753	1856	1610	1795	1870	1485
Grp Volume(v), veh/h	211	185	0	52	103	0	29	333	0	500	293	0
Grp Sat Flow(s),veh/h/ln	1542	1604	0	1767	1721	1522	1753	1856	1610	1795	1870	1485
Q Serve(g_s), s	9.6	8.6	0.0	1.8	1.7	0.0	1.0	13.1	0.0	15.3	8.2	0.0
Cycle Q Clear(g_c), s	10.4	8.6	0.0	1.8	1.7	0.0	1.0	13.1	0.0	15.3	8.2	0.0
Prop In Lane	0.49		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	278		251	1022		418	461		595	832	
V/C Ratio(X)	0.63	0.67		0.21	0.10		0.07	0.72		0.84	0.35	
Avail Cap(c_a), veh/h	683	646		474	2246		509	789		762	1240	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	30.9	0.0	23.9	20.4	0.0	20.9	27.5	0.0	15.9	14.6	0.0
Incr Delay (d2), s/veh	2.0	2.8	0.0	0.4	0.0	0.0	0.1	2.2	0.0	6.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	6.3	0.0	1.4	1.2	0.0	0.7	9.5	0.0	10.3	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	33.7	0.0	24.4	20.4	0.0	20.9	29.7	0.0	22.6	14.9	0.0
LnGrp LOS	C	C		C	C		C	C		C	B	
Approach Vol, veh/h		396	A		155	A		362	A		793	A
Approach Delay, s/veh		33.6			21.7			29.0			19.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	41.6	9.9	19.6	24.6	25.8		29.5				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	53	* 53	* 14	* 32	26.0	* 34		* 52				
Max Q Clear Time (g_c+1), s	10.2	10.2	3.8	12.4	17.3	15.1		3.7				
Green Ext Time (p_c), s	0.0	5.6	0.1	1.4	1.3	4.7		0.4				





Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	140	490	65	120	680
Future Vol, veh/h	35	140	490	65	120	680
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	40	159	557	74	136	773
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1639	594	0	0	631	0
Stage 1	594	-	-	-	-	-
Stage 2	1045	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	112	494	-	-	937	-
Stage 1	555	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	96	494	-	-	937	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	48.1	0	1.4			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	270	937	-	
HCM Lane V/C Ratio	-	-	0.737	0.146	-	
HCM Control Delay (s)	-	-	48.1	9.5	-	
HCM Lane LOS	-	-	E	A	-	
HCM 95th %tile Q(veh)	-	-	5.3	0.5	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	85	80	165	140	50	115	50	460	120	80	495	10
Future Volume (veh/h)	85	80	165	140	50	115	50	460	120	80	495	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	105	99	204	173	62	142	62	568	0	99	611	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	123	96	164	245	140	320	305	789		358	820	533
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.44	0.00	0.07	0.45	0.45
Sat Flow, veh/h	249	353	603	1093	513	1175	1654	1811	1585	1810	1841	1196
Grp Volume(v), veh/h	408	0	0	173	0	204	62	568	0	99	611	12
Grp Sat Flow(s),veh/h/ln	1206	0	0	1093	0	1688	1654	1811	1585	1810	1841	1196
Q Serve(g_s), s	14.2	0.0	0.0	0.0	0.0	8.3	1.6	21.3	0.0	2.4	22.7	0.5
Cycle Q Clear(g_c), s	22.5	0.0	0.0	22.5	0.0	8.3	1.6	21.3	0.0	2.4	22.7	0.5
Prop In Lane	0.26		0.50	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	0	0	245	0	460	305	789		358	820	533
V/C Ratio(X)	1.06	0.00	0.00	0.71	0.00	0.44	0.20	0.72		0.28	0.74	0.02
Avail Cap(c_a), veh/h	383	0	0	245	0	460	507	1189		384	1209	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	31.0	0.0	24.8	14.3	19.1	0.0	14.0	19.0	12.8
Incr Delay (d2), s/veh	63.9	0.0	0.0	8.9	0.0	0.7	0.3	1.3	0.0	0.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	0.0	0.0	7.3	0.0	6.0	1.0	12.7	0.0	1.6	13.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.8	0.0	0.0	39.9	0.0	25.5	14.6	20.4	0.0	14.4	20.4	12.8
LnGrp LOS	F	A	A	D	A	C	B	C		B	C	B
Approach Vol, veh/h		408			377			630	A		722	
Approach Delay, s/veh		96.8			32.1			19.8			19.5	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	41.8		30.0	10.0	42.6		30.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	4.4	23.3		24.5	3.6	24.7		24.5				
Green Ext Time (p_c), s	0.0	11.4		0.0	0.1	12.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

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
























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

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

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	35.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	175	110	50	610	475	30
Future Vol, veh/h	175	110	50	610	475	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	13	6	5	15
Mvmt Flow	188	118	54	656	511	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1275	511	511	0	0	
Stage 1	511	-	-	-	-	
Stage 2	764	-	-	-	-	
Critical Hdwy	6.43	6.24	4.23	-	-	
Critical Hdwy Stg 1	5.43	-	-	-	-	
Critical Hdwy Stg 2	5.43	-	-	-	-	
Follow-up Hdwy	3.527	3.336	2.317	-	-	
Pot Cap-1 Maneuver	~ 183	559	1000	-	-	
Stage 1	600	-	-	-	-	
Stage 2	458	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 173	559	1000	-	-	
Mov Cap-2 Maneuver	~ 173	-	-	-	-	
Stage 1	568	-	-	-	-	
Stage 2	458	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	181	0.7	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1000	-	246	-	-	
HCM Lane V/C Ratio	0.054	-	1.246	-	-	
HCM Control Delay (s)	8.8	-	181	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	15.1	-	-	
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

9: Bells Ferry Road & Butterworth Road




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	575	285	80	230	5	275	370	140	5	140	20
Future Volume (veh/h)	45	575	285	80	230	5	275	370	140	5	140	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	48	618	306	86	247	5	296	398	0	5	151	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	555	743	620	234	540	11	410	499		169	194	
Arrive On Green	0.15	0.39	0.39	0.06	0.30	0.30	0.17	0.27	0.00	0.01	0.11	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1812	37	1725	1841	1535	1810	1796	0
Grp Volume(v), veh/h	48	618	306	86	0	252	296	398	0	5	151	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	0	1849	1725	1841	1535	1810	1796	0
Q Serve(g_s), s	1.3	26.7	13.2	3.2	0.0	10.0	13.0	18.2	0.0	0.2	7.4	0.0
Cycle Q Clear(g_c), s	1.3	26.7	13.2	3.2	0.0	10.0	13.0	18.2	0.0	0.2	7.4	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	555	743	620	234	0	551	410	499		169	194	
V/C Ratio(X)	0.09	0.83	0.49	0.37	0.00	0.46	0.72	0.80		0.03	0.78	
Avail Cap(c_a), veh/h	555	1022	852	394	0	1002	568	499		430	477	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.6	24.7	20.6	21.8	0.0	25.8	27.1	30.6	0.0	35.3	39.3	0.0
Incr Delay (d2), s/veh	0.3	4.3	0.6	1.0	0.0	0.6	2.8	8.8	0.0	0.1	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	17.7	8.0	2.2	0.0	7.7	9.0	13.5	0.0	0.2	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	29.0	21.2	22.8	0.0	26.4	29.9	39.5	0.0	35.4	45.9	0.0
LnGrp LOS	B	C	C	C	A	C	C	D		D	D	
Approach Vol, veh/h		972			338			694	A		156	A
Approach Delay, s/veh		25.8			25.5			35.4			45.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	33.0	21.7	15.8	11.3	41.7	6.9	30.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.3	12.0	15.0	9.4	5.2	28.7	2.2	20.2				
Green Ext Time (p_c), s	0.1	3.9	0.7	0.3	0.1	6.9	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	285	110	20	275	5	260	135	25	10	35	75
Future Volume (veh/h)	50	285	110	20	275	5	260	135	25	10	35	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1796	1722	1900	1737	1900	1856	1811	1826	1530	1841	1722
Adj Flow Rate, veh/h	59	335	129	24	324	6	306	159	29	12	41	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	11	7	12	0	11	0	3	6	5	25	4	12
Cap, veh/h	295	529	430	295	501	9	488	204	35	111	236	423
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	975	1796	1459	943	1700	31	854	496	84	47	573	1030
Grp Volume(v), veh/h	59	335	129	24	0	330	494	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	975	1796	1459	943	0	1731	1434	0	0	1651	0	0
Q Serve(g_s), s	2.4	6.9	2.9	1.0	0.0	7.0	10.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	6.9	2.9	7.8	0.0	7.0	12.9	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.62		0.06	0.09		0.62
Lane Grp Cap(c), veh/h	295	529	430	295	0	510	727	0	0	770	0	0
V/C Ratio(X)	0.20	0.63	0.30	0.08	0.00	0.65	0.68	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1019	1863	1514	995	0	1795	1087	0	0	1184	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	13.0	11.6	16.4	0.0	13.0	10.9	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	1.3	0.4	0.1	0.0	1.4	1.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	4.2	1.4	0.3	0.0	4.2	4.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	14.2	12.0	16.5	0.0	14.4	12.1	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	B	B	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		523			354			494			141	
Approach Delay, s/veh		14.0			14.6			12.1			8.2	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.5		23.9		18.5		23.9				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		11.4		14.9		9.8		4.3				
Green Ext Time (p_c), s		1.1		2.5		1.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	530	5	5	500
Future Vol, veh/h	5	10	530	5	5	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	17	3	0	0	3
Mvmt Flow	6	11	589	6	6	556
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1160	592	0	0	595	0
Stage 1	592	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2	-
Pot Cap-1 Maneuver	218	479	-	-	991	-
Stage 1	557	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	216	479	-	-	991	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	16.1	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	341	991		
HCM Lane V/C Ratio	-	-	0.049	0.006		
HCM Control Delay (s)	-	-	16.1	8.7		
HCM Lane LOS	-	-	C	A		
HCM 95th %tile Q(veh)	-	-	0.2	0		

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	35	35	505	470	120
Future Vol, veh/h	105	35	35	505	470	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	0	0	3	3	5
Mvmt Flow	113	38	38	543	505	129
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1124	505	634	0	0	
Stage 1	505	-	-	-	-	
Stage 2	619	-	-	-	-	
Critical Hdwy	6.49	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.49	-	-	-	-	
Critical Hdwy Stg 2	5.49	-	-	-	-	
Follow-up Hdwy	3.581	3.3	2.2	-	-	
Pot Cap-1 Maneuver	220	571	959	-	-	
Stage 1	592	-	-	-	-	
Stage 2	524	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	211	571	959	-	-	
Mov Cap-2 Maneuver	211	-	-	-	-	
Stage 1	568	-	-	-	-	
Stage 2	524	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	33	0.6	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	959	-	211	571	-	-
HCM Lane V/C Ratio	0.039	-	0.535	0.066	-	-
HCM Control Delay (s)	8.9	-	40.1	11.7	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	0.2	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Future Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	0	0	0	0	0	27	0	658	5	33	641	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1381	1370	641	1368	1368	661	641	0	0	663	0	0
Stage 1	707	707	-	661	661	-	-	-	-	-	-	-
Stage 2	674	663	-	707	707	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	123	148	478	125	148	466	953	-	-	916	-	-
Stage 1	429	441	-	455	463	-	-	-	-	-	-	-
Stage 2	448	462	-	429	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	140	478	120	140	466	953	-	-	916	-	-
Mov Cap-2 Maneuver	111	140	-	120	140	-	-	-	-	-	-	-
Stage 1	429	416	-	455	463	-	-	-	-	-	-	-
Stage 2	422	462	-	405	416	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	0		13.2		0		0.4			
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	-	466	916	-
HCM Lane V/C Ratio	-	-	-	-	0.058	0.036	-
HCM Control Delay (s)	0	-	-	0	13.2	9.1	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	225	25	400	230	25	395
Future Volume (veh/h)	225	25	400	230	25	395
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	0.96	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1900	1841	1826	1900	1841
Adj Flow Rate, veh/h	237	0	421	0	26	416
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	4	5	0	4
Cap, veh/h	316		716		408	1012
Arrive On Green	0.18	0.00	0.39	0.00	0.03	0.55
Sat Flow, veh/h	1767	1610	1841	1547	1810	1841
Grp Volume(v), veh/h	237	0	421	0	26	416
Grp Sat Flow(s),veh/h/ln	1767	1610	1841	1547	1810	1841
Q Serve(g_s), s	5.9	0.0	8.3	0.0	0.4	6.1
Cycle Q Clear(g_c), s	5.9	0.0	8.3	0.0	0.4	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	316		716		408	1012
V/C Ratio(X)	0.75		0.59		0.06	0.41
Avail Cap(c_a), veh/h	1113		1539		903	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	11.1	0.0	7.9	6.0
Incr Delay (d2), s/veh	3.6	0.0	0.8	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	4.4	0.0	0.2	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	0.0	11.9	0.0	8.0	6.3
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	237	A	421	A		442
Approach Delay, s/veh	21.6		11.9			6.4
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.8		14.2	7.4	24.4
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		8.1		7.9	2.4	10.3
Green Ext Time (p_c), s		7.7		0.8	0.0	7.6
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	90	155	60	120	220	230	35	310	80	295	240	60
Future Volume (veh/h)	90	155	60	120	220	230	35	310	80	295	240	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	97	167	0	129	237	0	38	333	0	317	258	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	208	304		344	1105		489	498		489	697	
Arrive On Green	0.14	0.14	0.00	0.08	0.31	0.00	0.05	0.27	0.00	0.15	0.38	0.00
Sat Flow, veh/h	830	2214	0	1781	3554	1598	1767	1841	1572	1753	1841	1560
Grp Volume(v), veh/h	146	118	0	129	237	0	38	333	0	317	258	0
Grp Sat Flow(s),veh/h/ln	1342	1617	0	1781	1777	1598	1767	1841	1572	1753	1841	1560
Q Serve(g_s), s	6.5	4.5	0.0	3.9	3.3	0.0	1.0	10.8	0.0	8.1	6.8	0.0
Cycle Q Clear(g_c), s	6.9	4.5	0.0	3.9	3.3	0.0	1.0	10.8	0.0	8.1	6.8	0.0
Prop In Lane	0.67		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	231		344	1105		489	498		489	697	
V/C Ratio(X)	0.52	0.51		0.37	0.21		0.08	0.67		0.65	0.37	
Avail Cap(c_a), veh/h	430	414		469	1758		593	1015		534	1152	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.6	26.6	0.0	20.5	17.1	0.0	16.0	21.8	0.0	14.0	15.1	0.0
Incr Delay (d2), s/veh	1.5	1.8	0.0	0.7	0.1	0.0	0.1	1.6	0.0	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	3.3	0.0	2.8	2.3	0.0	0.7	7.7	0.0	5.2	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	28.4	0.0	21.2	17.2	0.0	16.1	23.4	0.0	16.4	15.4	0.0
LnGrp LOS	C	C		C	B		B	C		B	B	
Approach Vol, veh/h		264	A		366	A		371	A		575	A
Approach Delay, s/veh		28.7			18.6			22.6			16.0	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	31.4	11.3	15.4	16.3	24.2		26.7				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	42	* 42	* 10	* 17	12.0	* 37		* 33				
Max Q Clear Time (g_c+1), s	8.8	8.8	5.9	8.9	10.1	12.8		5.3				
Green Ext Time (p_c), s	0.0	4.5	0.1	0.6	0.2	5.4		0.9				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	7.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	50	110	555	75	115	545
Future Vol, veh/h	50	110	555	75	115	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	56	122	617	83	128	606
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1521	659	0	0	700	0
Stage 1	659	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.42	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	130	450	-	-	874	-
Stage 1	515	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	111	450	-	-	874	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	59.3	0		1.7		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	230	874	-	
HCM Lane V/C Ratio	-	-	0.773	0.146	-	
HCM Control Delay (s)	-	-	59.3	9.8	-	
HCM Lane LOS	-	-	F	A	-	
HCM 95th %tile Q(veh)	-	-	5.5	0.5	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	35	20	115	85	30	65	140	480	45	25	460	45
Future Volume (veh/h)	35	20	115	85	30	65	140	480	45	25	460	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	41	24	135	100	35	76	165	565	0	29	541	53
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	83	45	161	217	86	188	500	595		204	999	854
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.59	0.00	0.03	0.56	0.56
Sat Flow, veh/h	204	275	995	1247	533	1158	1767	1011	1585	1810	1796	1535
Grp Volume(v), veh/h	200	0	0	100	0	111	165	565	0	29	541	53
Grp Sat Flow(s),veh/h/ln	1474	0	0	1247	0	1692	1767	1011	1585	1810	1796	1535
Q Serve(g_s), s	6.5	0.0	0.0	0.0	0.0	5.1	3.4	45.4	0.0	0.6	16.7	1.4
Cycle Q Clear(g_c), s	11.7	0.0	0.0	11.4	0.0	5.1	3.4	45.4	0.0	0.6	16.7	1.4
Prop In Lane	0.20		0.67	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	0	0	217	0	274	500	595		204	999	854
V/C Ratio(X)	0.69	0.00	0.00	0.46	0.00	0.41	0.33	0.95		0.14	0.54	0.06
Avail Cap(c_a), veh/h	438	0	0	265	0	339	676	628		278	1116	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	35.4	0.0	32.8	8.8	16.7	0.0	18.2	12.3	8.9
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.5	0.0	1.0	0.4	23.4	0.0	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	0.0	3.8	0.0	3.9	1.9	17.8	0.0	0.5	9.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	36.9	0.0	33.8	9.2	40.1	0.0	18.5	12.8	8.9
LnGrp LOS	D	A	A	D	A	C	A	D		B	B	A
Approach Vol, veh/h		200			211			730	A		623	
Approach Delay, s/veh		38.5			35.3			33.1			12.7	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	57.2		21.6	11.3	54.3		21.6				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.6	47.4		13.7	5.4	18.7		13.4				
Green Ext Time (p_c), s	0.0	4.0		0.5	0.3	10.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

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
























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

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

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	85	65	80	500	465	80
Future Vol, veh/h	85	65	80	500	465	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	5	8	6	5	3
Mvmt Flow	89	68	83	521	484	83
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1171	484	484	0	-	0
Stage 1	484	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Critical Hdwy	6.53	6.25	4.18	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.345	2.272	-	-	-
Pot Cap-1 Maneuver	202	577	1048	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	577	1048	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	25.6		1.2		0	
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1048	-	328	-	-	
HCM Lane V/C Ratio	0.08	-	0.476	-	-	
HCM Control Delay (s)	8.7	-	25.6	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-	

9: Bells Ferry Road & Butterworth Road




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	315	205	110	340	10	185	260	140	5	230	30
Future Volume (veh/h)	25	315	205	110	340	10	185	260	140	5	230	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	27	342	223	120	370	11	201	283	0	5	250	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	375	688	597	395	504	15	323	482		249	299	
Arrive On Green	0.16	0.37	0.37	0.07	0.28	0.28	0.12	0.27	0.00	0.01	0.16	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1793	53	1725	1796	1485	1810	1885	0
Grp Volume(v), veh/h	27	342	223	120	0	381	201	283	0	5	250	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	0	1846	1725	1796	1485	1810	1885	0
Q Serve(g_s), s	0.9	12.3	8.8	4.2	0.0	16.1	7.9	11.8	0.0	0.2	11.1	0.0
Cycle Q Clear(g_c), s	0.9	12.3	8.8	4.2	0.0	16.1	7.9	11.8	0.0	0.2	11.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	375	688	597	395	0	519	323	482		249	299	
V/C Ratio(X)	0.07	0.50	0.37	0.30	0.00	0.73	0.62	0.59		0.02	0.84	
Avail Cap(c_a), veh/h	375	1045	907	556	0	1048	596	500		523	524	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.5	20.8	19.7	19.7	0.0	28.1	25.0	27.4	0.0	29.9	35.2	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.4	0.4	0.0	2.0	2.0	1.7	0.0	0.0	6.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	8.8	5.5	3.0	0.0	11.4	5.7	8.6	0.0	0.2	9.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	21.3	20.1	20.1	0.0	30.2	27.0	29.1	0.0	29.9	41.4	0.0
LnGrp LOS	B	C	C	C	A	C	C	C		C	D	
Approach Vol, veh/h		592			501			484	A		255	A
Approach Delay, s/veh		20.6			27.8			28.2			41.2	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	30.2	16.4	19.7	12.0	38.3	6.9	29.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.9	18.1	9.9	13.1	6.2	14.3	2.2	13.8				
Green Ext Time (p_c), s	0.0	6.1	0.5	0.6	0.2	3.3	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.4									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	385	140	20	365	5	200	75	20	20	105	65
Future Volume (veh/h)	35	385	140	20	365	5	200	75	20	20	105	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	423	154	22	401	5	220	82	22	22	115	71
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	649	550	339	640	8	451	130	30	140	309	173
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	979	1870	1585	836	1843	23	949	446	102	87	1062	595
Grp Volume(v), veh/h	38	423	154	22	0	406	324	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	979	1870	1585	836	0	1866	1496	0	0	1743	0	0
Q Serve(g_s), s	1.2	6.6	2.4	0.8	0.0	6.3	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	6.6	2.4	7.4	0.0	6.3	6.3	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.68		0.07	0.11		0.34
Lane Grp Cap(c), veh/h	371	649	550	339	0	648	610	0	0	623	0	0
V/C Ratio(X)	0.10	0.65	0.28	0.06	0.00	0.63	0.53	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1277	2381	2018	1114	0	2376	1326	0	0	1522	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	9.5	8.2	12.6	0.0	9.4	10.7	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.1	0.3	0.1	0.0	1.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	3.5	1.0	0.2	0.0	3.3	2.5	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	10.6	8.4	12.7	0.0	10.4	11.4	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	B	B	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		615			428			324			208	
Approach Delay, s/veh		10.2			10.5			11.4			10.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		16.6		18.0		16.6				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		9.4		8.3		9.4		5.3				
Green Ext Time (p_c), s		1.2		1.8		1.7		1.0				
Intersection Summary												
HCM 6th Ctrl Delay											10.5	
HCM 6th LOS											B	

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	720	10	10	710
Future Vol, veh/h	5	5	720	10	10	710
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	5	758	11	11	747
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1533	764	0	0	769	0
Stage 1	764	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	130	407	-	-	854	-
Stage 1	463	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	127	407	-	-	854	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.6	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	194	854	-	
HCM Lane V/C Ratio	-	-	0.054	0.012	-	
HCM Control Delay (s)	-	-	24.6	9.3	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	8.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	45	50	675	675	175
Future Vol, veh/h	115	45	50	675	675	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	0	1	0	0
Mvmt Flow	117	46	51	689	689	179
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1480	689	868	0	0	
Stage 1	689	-	-	-	-	
Stage 2	791	-	-	-	-	
Critical Hdwy	6.44	6.22	4.1	-	-	
Critical Hdwy Stg 1	5.44	-	-	-	-	
Critical Hdwy Stg 2	5.44	-	-	-	-	
Follow-up Hdwy	3.536	3.318	2.2	-	-	
Pot Cap-1 Maneuver	137	446	785	-	-	
Stage 1	495	-	-	-	-	
Stage 2	443	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	128	446	785	-	-	
Mov Cap-2 Maneuver	128	-	-	-	-	
Stage 1	463	-	-	-	-	
Stage 2	443	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	92.8	0.7	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	785	-	128	446	-	-
HCM Lane V/C Ratio	0.065	-	0.917	0.103	-	-
HCM Control Delay (s)	9.9	-	123.7	14	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	6	0.3	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Future Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	5	0	2	0	0	0	0
Mvmt Flow	0	0	0	5	0	26	5	821	5	37	889	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1810	1799	889	1797	1797	824	889	0	0	826	0	0
Stage 1	963	963	-	834	834	-	-	-	-	-	-	-
Stage 2	847	836	-	963	963	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.25	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.345	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	62	81	345	63	81	368	771	-	-	813	-	-
Stage 1	310	337	-	365	386	-	-	-	-	-	-	-
Stage 2	359	385	-	310	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	53	73	345	58	73	368	771	-	-	813	-	-
Mov Cap-2 Maneuver	53	73	-	58	73	-	-	-	-	-	-	-
Stage 1	306	307	-	361	381	-	-	-	-	-	-	-
Stage 2	329	380	-	282	307	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		27		0.1		0.4	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	771	-	-	-	195	813	-
HCM Lane V/C Ratio	0.007	-	-	-	0.162	0.045	-
HCM Control Delay (s)	9.7	0	-	0	27	9.6	0
HCM Lane LOS	A	A	-	A	D	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	435	20	445	360	20	445
Future Volume (veh/h)	435	20	445	360	20	445
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1870	1900	1900
Adj Flow Rate, veh/h	448	0	459	0	21	459
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	2	0	0
Cap, veh/h	528		697		325	943
Arrive On Green	0.29	0.00	0.37	0.00	0.02	0.50
Sat Flow, veh/h	1810	1610	1885	1585	1810	1900
Grp Volume(v), veh/h	448	0	459	0	21	459
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1585	1810	1900
Q Serve(g_s), s	13.7	0.0	12.0	0.0	0.4	9.5
Cycle Q Clear(g_c), s	13.7	0.0	12.0	0.0	0.4	9.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	528		697		325	943
V/C Ratio(X)	0.85		0.66		0.06	0.49
Avail Cap(c_a), veh/h	890		1232		710	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	15.5	0.0	11.4	9.9
Incr Delay (d2), s/veh	4.0	0.0	1.1	0.0	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	7.7	0.0	0.2	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.7	0.0	16.5	0.0	11.5	10.2
LnGrp LOS	C		B		B	B
Approach Vol, veh/h	448	A	459	A		480
Approach Delay, s/veh	23.7		16.5			10.3
Approach LOS	C		B			B
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.8		23.2	7.5	28.3
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		11.5		15.7	2.4	14.0
Green Ext Time (p_c), s		8.2		1.5	0.0	7.8
Intersection Summary						
HCM 6th Ctrl Delay			16.7			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	105	175	35	105	285	350	50	365	50	250	325	85
Future Volume (veh/h)	105	175	35	105	285	350	50	365	50	250	325	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	108	180	0	108	294	0	52	376	0	258	335	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	219	326		340	1144		448	556		457	704	
Arrive On Green	0.16	0.16	0.00	0.08	0.32	0.00	0.05	0.30	0.00	0.13	0.37	0.00
Sat Flow, veh/h	835	2161	0	1795	3610	1610	1781	1885	1547	1781	1900	1572
Grp Volume(v), veh/h	155	133	0	108	294	0	52	376	0	258	335	0
Grp Sat Flow(s),veh/h/ln	1281	1630	0	1795	1805	1610	1781	1885	1547	1781	1900	1572
Q Serve(g_s), s	7.5	5.2	0.0	3.3	4.2	0.0	1.3	12.1	0.0	6.5	9.3	0.0
Cycle Q Clear(g_c), s	8.0	5.2	0.0	3.3	4.2	0.0	1.3	12.1	0.0	6.5	9.3	0.0
Prop In Lane	0.69		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	256		340	1144		448	556		457	704	
V/C Ratio(X)	0.54	0.52		0.32	0.26		0.12	0.68		0.57	0.48	
Avail Cap(c_a), veh/h	478	500		703	2416		531	1065		663	1348	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	26.7	0.0	20.4	17.5	0.0	15.2	21.4	0.0	14.3	16.6	0.0
Incr Delay (d2), s/veh	1.5	1.6	0.0	0.5	0.1	0.0	0.1	1.4	0.0	1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	3.7	0.0	2.4	2.9	0.0	0.9	8.5	0.0	4.1	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	28.3	0.0	21.0	17.7	0.0	15.3	22.9	0.0	15.4	17.1	0.0
LnGrp LOS	C	C		C	B		B	C		B	B	
Approach Vol, veh/h		288	A		402	A		428	A		593	A
Approach Delay, s/veh		28.9			18.5			22.0			16.4	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	31.6	11.0	16.6	15.0	26.4		27.7				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	49	* 49	* 19	* 21	17.0	* 39		* 46				
Max Q Clear Time (g_c+1), s	11.3	11.3	5.3	10.0	8.5	14.1		6.2				
Green Ext Time (p_c), s	0.0	6.4	0.2	0.9	0.5	6.2		1.2				





Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	140	755	65	115	625
Future Vol, veh/h	35	140	755	65	115	625
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	36	143	770	66	117	638
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1675	803	0	0	836	0
Stage 1	803	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.46	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	103	374	-	-	785	-
Stage 1	434	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	88	374	-	-	785	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	61.8	0	1.6			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	227	785	-	
HCM Lane V/C Ratio	-	-	0.787	0.149	-	
HCM Control Delay (s)	-	-	61.8	10.4	-	
HCM Lane LOS	-	-	F	B	-	
HCM 95th %tile Q(veh)	-	-	5.7	0.5	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	45	20	115	60	25	35	190	660	45	25	565	80
Future Volume (veh/h)	45	20	115	60	25	35	190	660	45	25	565	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	47	21	120	62	26	36	198	688	0	26	589	83
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	111	43	153	275	108	150	453	991		370	899	762
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.09	0.53	0.00	0.03	0.48	0.48
Sat Flow, veh/h	292	287	1022	1267	721	999	1795	1856	1610	1810	1870	1585
Grp Volume(v), veh/h	188	0	0	62	0	62	198	688	0	26	589	83
Grp Sat Flow(s),veh/h/ln	1601	0	0	1267	0	1720	1795	1856	1610	1810	1870	1585
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	2.1	3.5	18.2	0.0	0.5	15.9	1.9
Cycle Q Clear(g_c), s	7.5	0.0	0.0	3.5	0.0	2.1	3.5	18.2	0.0	0.5	15.9	1.9
Prop In Lane	0.25		0.64	1.00		0.58	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	0	0	275	0	258	453	991		370	899	762
V/C Ratio(X)	0.61	0.00	0.00	0.23	0.00	0.24	0.44	0.69		0.07	0.66	0.11
Avail Cap(c_a), veh/h	603	0	0	419	0	453	689	1513		487	1525	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	25.5	0.0	24.9	9.5	11.5	0.0	9.6	13.1	9.5
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.4	0.0	0.5	0.7	0.9	0.0	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	1.6	0.0	1.6	1.9	9.7	0.0	0.3	9.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	0.0	25.9	0.0	25.4	10.1	12.3	0.0	9.7	13.9	9.5
LnGrp LOS	C	A	A	C	A	C	B	B		A	B	A
Approach Vol, veh/h		188			124			886	A		698	
Approach Delay, s/veh		29.1			25.6			11.9			13.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	41.3		17.5	11.2	37.7		17.5				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.5	20.2		9.5	5.5	17.9		5.5				
Green Ext Time (p_c), s	0.0	15.3		0.5	0.4	11.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	12.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	65	90	650	605	100
Future Vol, veh/h	110	65	90	650	605	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	8	1	1	1	1
Mvmt Flow	113	67	93	670	624	103
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1480	624	624	0	0	
Stage 1	624	-	-	-	-	
Stage 2	856	-	-	-	-	
Critical Hdwy	6.42	6.28	4.11	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.372	2.209	-	-	
Pot Cap-1 Maneuver	138	475	962	-	-	
Stage 1	534	-	-	-	-	
Stage 2	416	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	125	475	962	-	-	
Mov Cap-2 Maneuver	125	-	-	-	-	
Stage 1	482	-	-	-	-	
Stage 2	416	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	115	1.1	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	962	-	183	-	-	
HCM Lane V/C Ratio	0.096	-	0.986	-	-	
HCM Control Delay (s)	9.1	-	115	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.3	-	8.1	-	-	

9: Bells Ferry Road & Butterworth Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	390	310	120	620	10	300	320	140	5	275	60
Future Volume (veh/h)	35	390	310	120	620	10	300	320	140	5	275	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	37	411	326	126	653	11	316	337	0	5	289	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	253	795	685	354	693	12	362	599		252	318	
Arrive On Green	0.11	0.43	0.43	0.06	0.37	0.37	0.16	0.32	0.00	0.01	0.17	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1848	31	1781	1885	1598	1810	1900	0
Grp Volume(v), veh/h	37	411	326	126	0	664	316	337	0	5	289	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	0	1880	1781	1885	1598	1810	1900	0
Q Serve(g_s), s	1.5	20.7	18.6	5.5	0.0	43.6	18.1	19.0	0.0	0.3	19.1	0.0
Cycle Q Clear(g_c), s	1.5	20.7	18.6	5.5	0.0	43.6	18.1	19.0	0.0	0.3	19.1	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	253	795	685	354	0	704	362	599		252	318	
V/C Ratio(X)	0.15	0.52	0.48	0.36	0.00	0.94	0.87	0.56		0.02	0.91	
Avail Cap(c_a), veh/h	253	795	685	445	0	721	411	599		432	357	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	27.0	26.4	23.0	0.0	38.6	35.5	36.2	0.0	43.3	52.2	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.5	0.6	0.0	20.5	16.9	1.2	0.0	0.0	24.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	14.2	11.3	4.2	0.0	31.6	14.3	13.5	0.0	0.2	16.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	27.6	27.0	23.6	0.0	59.1	52.5	37.4	0.0	43.4	77.1	0.0
LnGrp LOS	C	C	C	C	A	E	D	D		D	E	
Approach Vol, veh/h		774			790			653	A		294	A
Approach Delay, s/veh		27.3			53.4			44.7			76.5	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	53.9	26.5	27.4	13.5	60.3	7.3	46.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.5	45.6	20.1	21.1	7.5	22.7	2.3	21.0				
Green Ext Time (p_c), s	0.0	2.2	0.4	0.3	0.2	3.6	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

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

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

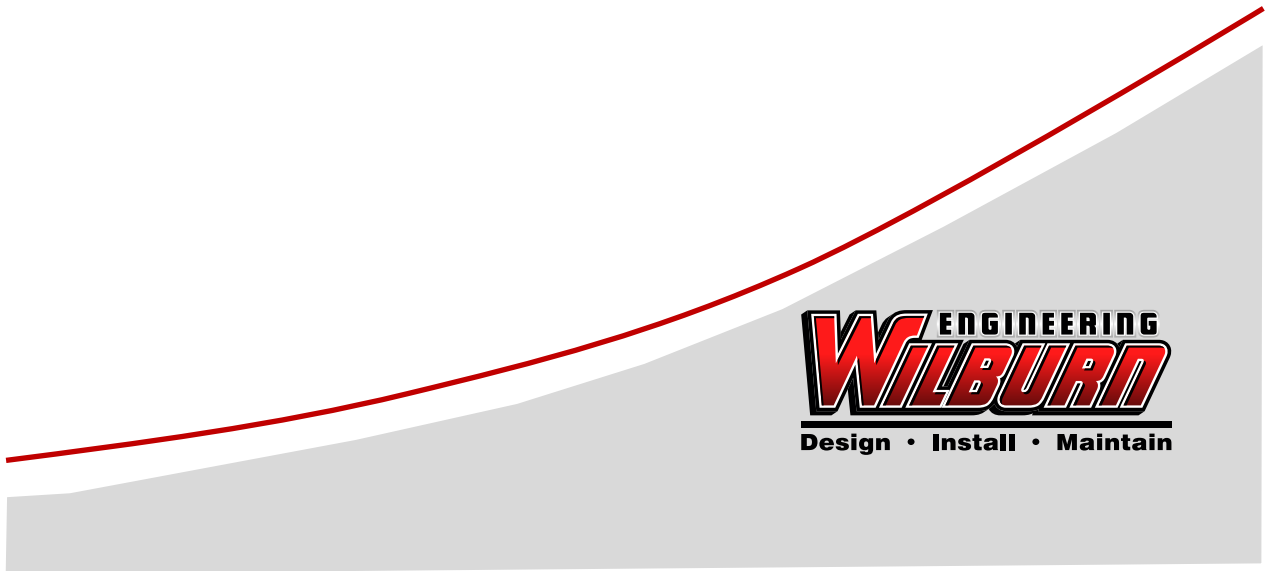
10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	315	165	25	460	10	255	90	20	20	150	110
Future Volume (veh/h)	45	315	165	25	460	10	255	90	20	20	150	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1870	1900	1900	1885	1900	1796	1900	1900
Adj Flow Rate, veh/h	47	328	172	26	479	10	266	94	21	21	156	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	5	2	0	0	1	0	7	0	0
Cap, veh/h	287	654	563	363	638	13	466	133	26	114	348	239
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	922	1870	1610	877	1825	38	921	388	76	56	1019	698
Grp Volume(v), veh/h	47	328	172	26	0	489	381	0	0	292	0	0
Grp Sat Flow(s),veh/h/ln	922	1870	1610	877	0	1864	1386	0	0	1773	0	0
Q Serve(g_s), s	1.9	5.6	3.1	1.0	0.0	9.4	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.3	5.6	3.1	6.6	0.0	9.4	9.6	0.0	0.0	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.70		0.06	0.07		0.39
Lane Grp Cap(c), veh/h	287	654	563	363	0	651	625	0	0	701	0	0
V/C Ratio(X)	0.16	0.50	0.31	0.07	0.00	0.75	0.61	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	966	2033	1750	1009	0	2025	1083	0	0	1325	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	10.4	9.6	13.0	0.0	11.6	11.7	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.3	0.1	0.0	1.8	1.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	3.2	1.5	0.3	0.0	5.6	3.8	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	11.0	9.9	13.1	0.0	13.4	12.6	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	B	B	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		547			515			381			292	
Approach Delay, s/veh		11.1			13.4			12.6			10.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.2		20.3		20.2		20.3				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		13.3		11.6		11.4		7.3				
Green Ext Time (p_c), s		0.9		2.2		2.1		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				12.1								
HCM 6th LOS				B								

APPENDIX L

CAPACITY ANALYSIS REPORTS, 4 LANE IMPROVEMENT ONLY



1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	10	5	500	5	5	580
Future Vol, veh/h	10	5	500	5	5	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	33	2	0	50	1
Mvmt Flow	12	6	581	6	6	674

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	933	294	0	0	587
Stage 1	584	-	-	-	-
Stage 2	349	-	-	-	-
Critical Hdwy	6.8	7.56	-	-	5.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.63	-	-	2.7
Pot Cap-1 Maneuver	269	618	-	-	718
Stage 1	526	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	266	618	-	-	718
Mov Cap-2 Maneuver	266	-	-	-	-
Stage 1	526	-	-	-	-
Stage 2	682	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	718
HCM Lane V/C Ratio	-	-	0.053	0.008
HCM Control Delay (s)	-	-	16.6	10.1
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0















2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	185	75	20	485	510	60
Future Vol, veh/h	185	75	20	485	510	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	2	1	0
Mvmt Flow	208	84	22	545	573	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	890	287	640	0	-	0
Stage 1	573	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.86	6.94	4.24	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.32	2.27	-	-	-
Pot Cap-1 Maneuver	280	710	907	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	710	907	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	39	0.4		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	907	-	273	710	-	-
HCM Lane V/C Ratio	0.025	-	0.761	0.119	-	-
HCM Control Delay (s)	9.1	-	50.5	10.8	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5.7	0.4	-	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Future Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	0	3	0	0	2	0
Mvmt Flow	5	0	0	5	0	33	5	725	5	11	621	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1016	1383	311	1071	1381	365	621	0	0	730	0	0
Stage 1	643	643	-	738	738	-	-	-	-	-	-	-
Stage 2	373	740	-	333	643	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	145	691	178	145	626	969	-	-	883	-	-
Stage 1	433	472	-	380	427	-	-	-	-	-	-	-
Stage 2	625	426	-	660	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	181	141	691	174	141	626	969	-	-	883	-	-
Mov Cap-2 Maneuver	181	141	-	174	141	-	-	-	-	-	-	-
Stage 1	429	463	-	377	423	-	-	-	-	-	-	-
Stage 2	587	422	-	647	463	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	25.5			13.6			0.1			0.3		
HCM LOS	D			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	969	-	-	181	457	883	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.03	0.084	0.012	-	-				
HCM Control Delay (s)	8.7	0	-	25.5	13.6	9.1	0.1	-				
HCM Lane LOS	A	A	-	D	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	220	30	335	360	50	355
Future Volume (veh/h)	220	30	335	360	50	355
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1841	1870	1870	1900	1870
Adj Flow Rate, veh/h	256	0	390	0	58	413
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	4	2	2	0	2
Cap, veh/h	342		1197		523	1880
Arrive On Green	0.19	0.00	0.34	0.00	0.06	0.53
Sat Flow, veh/h	1795	1560	3647	1585	1810	3647
Grp Volume(v), veh/h	256	0	390	0	58	413
Grp Sat Flow(s),veh/h/ln	1795	1560	1777	1585	1810	1777
Q Serve(g_s), s	6.0	0.0	3.6	0.0	0.8	2.8
Cycle Q Clear(g_c), s	6.0	0.0	3.6	0.0	0.8	2.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	342		1197		523	1880
V/C Ratio(X)	0.75		0.33		0.11	0.22
Avail Cap(c_a), veh/h	1169		3072		988	3072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	11.0	0.0	7.6	5.6
Incr Delay (d2), s/veh	3.3	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	1.9	0.0	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	0.0	11.2	0.0	7.7	5.6
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	256	A	390	A		471
Approach Delay, s/veh	20.3		11.2			5.9
Approach LOS	C		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.1		14.5	8.6	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		4.8		8.0	2.8	5.6
Green Ext Time (p_c), s		7.9		0.9	0.1	7.3
Intersection Summary						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (veh/h)	90	255	105	45	90	175	25	290	50	435	255	25
Future Volume (veh/h)	90	255	105	45	90	175	25	290	50	435	255	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	103	293	0	52	103	0	29	333	0	500	293	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	194	434		267	1061		379	717		668	1471	
Arrive On Green	0.18	0.18	0.00	0.05	0.31	0.00	0.04	0.20	0.00	0.25	0.41	0.00
Sat Flow, veh/h	691	2543	0	1767	3441	1522	1753	3526	1610	1795	3554	1485
Grp Volume(v), veh/h	212	184	0	52	103	0	29	333	0	500	293	0
Grp Sat Flow(s),veh/h/ln	1546	1604	0	1767	1721	1522	1753	1763	1610	1795	1777	1485
Q Serve(g_s), s	8.7	7.9	0.0	1.7	1.6	0.0	0.9	6.1	0.0	14.9	3.9	0.0
Cycle Q Clear(g_c), s	9.6	7.9	0.0	1.7	1.6	0.0	0.9	6.1	0.0	14.9	3.9	0.0
Prop In Lane	0.49		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	283		267	1061		379	717		668	1471	
V/C Ratio(X)	0.61	0.65		0.20	0.10		0.08	0.46		0.75	0.20	
Avail Cap(c_a), veh/h	742	700		513	2436		481	1625		858	2554	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.9	28.3	0.0	21.7	18.2	0.0	21.7	25.8	0.0	14.8	13.8	0.0
Incr Delay (d2), s/veh	1.8	2.5	0.0	0.4	0.0	0.0	0.1	0.5	0.0	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	5.7	0.0	1.2	1.1	0.0	0.7	4.3	0.0	9.3	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	30.8	0.0	22.0	18.2	0.0	21.7	26.3	0.0	17.5	13.9	0.0
LnGrp LOS	C	C		C	B		C	C		B	B	
Approach Vol, veh/h		396	A		155	A		362	A		793	A
Approach Delay, s/veh		30.7			19.5			25.9			16.2	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	36.5	9.7	18.8	24.2	21.0		28.5				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	53	* 53	* 14	* 32	26.0	* 34		* 52				
Max Q Clear Time (g_c+1), s	5.9	5.9	3.7	11.6	16.9	8.1		3.6				
Green Ext Time (p_c), s	0.0	5.9	0.1	1.4	1.3	5.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

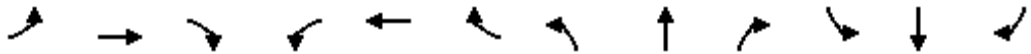
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	35	140	490	65	120	680
Future Vol, veh/h	35	140	490	65	120	680
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	40	159	557	74	136	773
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1253	316	0	0	631	0
Stage 1	594	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	6.8	7.06	-	-	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.38	-	-	2.25	-
Pot Cap-1 Maneuver	167	662	-	-	927	-
Stage 1	520	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	142	662	-	-	927	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	24.2	0		1.4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	382	927		
HCM Lane V/C Ratio	-	-	0.521	0.147		
HCM Control Delay (s)	-	-	24.2	9.6		
HCM Lane LOS	-	-	C	A		
HCM 95th %tile Q(veh)	-	-	2.9	0.5		

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	85	80	165	140	50	115	50	460	120	80	495	10
Future Volume (veh/h)	85	80	165	140	50	115	50	460	120	80	495	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	105	99	204	173	62	142	62	568	0	99	611	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	153	131	220	309	164	375	364	1174		415	1239	424
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.34	0.00	0.07	0.35	0.35
Sat Flow, veh/h	279	411	689	1093	513	1175	1654	3441	1585	1810	3497	1196
Grp Volume(v), veh/h	408	0	0	173	0	204	62	568	0	99	611	12
Grp Sat Flow(s),veh/h/ln	1379	0	0	1093	0	1688	1654	1721	1585	1810	1749	1196
Q Serve(g_s), s	13.8	0.0	0.0	0.0	0.0	6.6	1.6	9.1	0.0	2.4	9.6	0.5
Cycle Q Clear(g_c), s	20.4	0.0	0.0	19.3	0.0	6.6	1.6	9.1	0.0	2.4	9.6	0.5
Prop In Lane	0.26		0.50	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	0	0	309	0	539	364	1174		415	1239	424
V/C Ratio(X)	0.81	0.00	0.00	0.56	0.00	0.38	0.17	0.48		0.24	0.49	0.03
Avail Cap(c_a), veh/h	507	0	0	309	0	539	609	2658		453	2701	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	0.0	22.8	0.0	18.5	13.7	18.2	0.0	13.4	17.7	14.8
Incr Delay (d2), s/veh	9.4	0.0	0.0	2.3	0.0	0.4	0.2	0.3	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	0.0	0.0	5.0	0.0	4.5	1.0	5.8	0.0	1.5	6.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	0.0	25.1	0.0	18.9	13.9	18.6	0.0	13.7	18.0	14.8
LnGrp LOS	C	A	A	C	A	B	B	B		B	B	B
Approach Vol, veh/h		408			377			630	A		722	
Approach Delay, s/veh		33.1			21.8			18.1			17.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	29.7		29.9	9.6	30.7		29.9				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	4.4	11.1		22.4	3.6	11.6		21.3				
Green Ext Time (p_c), s	0.0	12.4		0.0	0.1	13.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C
























Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	10.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	Y
Traffic Vol, veh/h	175	110	50	610	475	30
Future Vol, veh/h	175	110	50	610	475	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	13	6	5	15
Mvmt Flow	188	118	54	656	511	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	947	256	511	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.86	6.98	4.36	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.34	2.33	-	-	-
Pot Cap-1 Maneuver	258	737	977	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	737	977	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	50.6		0.7		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	977	-	363	-	-	
HCM Lane V/C Ratio	0.055	-	0.844	-	-	
HCM Control Delay (s)	8.9	-	50.6	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	7.8	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	575	285	80	230	5	275	370	140	5	140	20
Future Volume (veh/h)	45	575	285	80	230	5	275	370	140	5	140	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	48	618	306	86	247	5	296	398	0	5	151	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	566	749	625	241	540	11	447	903		193	312	
Arrive On Green	0.16	0.40	0.40	0.06	0.30	0.30	0.18	0.26	0.00	0.01	0.09	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1812	37	1725	3497	1535	1810	3413	1522
Grp Volume(v), veh/h	48	618	306	86	0	252	296	398	0	5	151	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	0	1849	1725	1749	1535	1810	1706	1522
Q Serve(g_s), s	1.3	25.7	12.8	3.1	0.0	9.7	12.9	8.3	0.0	0.2	3.7	0.0
Cycle Q Clear(g_c), s	1.3	25.7	12.8	3.1	0.0	9.7	12.9	8.3	0.0	0.2	3.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	566	749	625	241	0	551	447	903		193	312	
V/C Ratio(X)	0.08	0.82	0.49	0.36	0.00	0.46	0.66	0.44		0.03	0.48	
Avail Cap(c_a), veh/h	566	1054	879	407	0	1034	614	958		463	935	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.0	23.7	19.7	21.0	0.0	25.0	26.8	27.2	0.0	35.4	37.9	0.0
Incr Delay (d2), s/veh	0.3	3.8	0.6	0.9	0.0	0.6	1.7	0.3	0.0	0.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	16.9	7.7	2.1	0.0	7.5	8.8	5.9	0.0	0.2	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	27.4	20.3	21.9	0.0	25.6	28.5	27.6	0.0	35.5	39.0	0.0
LnGrp LOS	B	C	C	C	A	C	C	C		D	D	
Approach Vol, veh/h		972			338			694	A		156	A
Approach Delay, s/veh		24.5			24.7			28.0			38.9	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	32.1	21.5	14.0	11.3	40.8	6.9	28.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.3	11.7	14.9	5.7	5.1	27.7	2.2	10.3				
Green Ext Time (p_c), s	0.1	3.9	0.7	0.5	0.1	7.1	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	285	110	20	275	5	260	135	25	10	35	75
Future Volume (veh/h)	50	285	110	20	275	5	260	135	25	10	35	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1796	1722	1900	1737	1900	1856	1811	1826	1530	1841	1722
Adj Flow Rate, veh/h	59	335	0	24	324	6	306	159	29	12	41	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	11	7	12	0	11	0	3	6	5	25	4	12
Cap, veh/h	387	614		408	581	11	617	450	82	127	169	307
Arrive On Green	0.34	0.34	0.00	0.34	0.34	0.34	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	975	1796	1459	1062	1700	31	1251	1490	272	52	560	1016
Grp Volume(v), veh/h	59	335	0	24	0	330	306	0	188	141	0	0
Grp Sat Flow(s),veh/h/ln	975	1796	1459	1062	0	1731	1251	0	1762	1628	0	0
Q Serve(g_s), s	1.8	5.3	0.0	0.7	0.0	5.4	4.4	0.0	2.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	5.3	0.0	6.0	0.0	5.4	6.7	0.0	2.9	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.15	0.09		0.62
Lane Grp Cap(c), veh/h	387	614		408	0	592	617	0	532	603	0	0
V/C Ratio(X)	0.15	0.55		0.06	0.00	0.56	0.50	0.00	0.35	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1276	2251		1376	0	2170	1254	0	1430	1412	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	9.3	0.0	11.8	0.0	9.4	10.6	0.0	9.6	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.8	0.0	0.1	0.0	0.8	0.6	0.0	0.4	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.7	0.0	0.2	0.0	2.7	2.3	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	10.1	0.0	11.8	0.0	10.2	11.3	0.0	10.0	9.5	0.0	0.0
LnGrp LOS	B	B		B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		394	A		354		494			141		
Approach Delay, s/veh		10.5			10.3		10.8			9.5		
Approach LOS		B			B		B			A		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		17.1		18.0		17.1				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		9.3		8.7		8.0		4.3				
Green Ext Time (p_c), s		1.6		1.9		1.3		0.7				

Intersection Summary

HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

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

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↕	
Traffic Vol, veh/h	5	10	530	5	5	500
Future Vol, veh/h	5	10	530	5	5	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	17	3	0	0	3
Mvmt Flow	6	11	589	6	6	556
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	882	298	0	0	595	0
Stage 1	592	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.8	7.24	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.47	-	-	2.2	-
Pot Cap-1 Maneuver	290	656	-	-	991	-
Stage 1	521	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	287	656	-	-	991	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.1	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	459	991		
HCM Lane V/C Ratio	-	-	0.036	0.006		
HCM Control Delay (s)	-	-	13.1	8.7		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	0.1	0		

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	35	35	505	470	120
Future Vol, veh/h	105	35	35	505	470	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	0	0	3	3	5
Mvmt Flow	113	38	38	543	505	129
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	853	253	634	0	0	
Stage 1	505	-	-	-	-	
Stage 2	348	-	-	-	-	
Critical Hdwy	6.98	6.9	4.1	-	-	
Critical Hdwy Stg 1	5.98	-	-	-	-	
Critical Hdwy Stg 2	5.98	-	-	-	-	
Follow-up Hdwy	3.59	3.3	2.2	-	-	
Pot Cap-1 Maneuver	285	753	959	-	-	
Stage 1	552	-	-	-	-	
Stage 2	666	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	274	753	959	-	-	
Mov Cap-2 Maneuver	274	-	-	-	-	
Stage 1	530	-	-	-	-	
Stage 2	666	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	22.8	0.6	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	959	-	274	753	-	-
HCM Lane V/C Ratio	0.039	-	0.412	0.05	-	-
HCM Control Delay (s)	8.9	-	27	10	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.2	-	-

3: Bells Ferry Road & Wooten Drive















Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Future Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	0	0	0	0	0	27	0	658	5	33	641	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1036	1370	321	1048	1368	332	641	0	0	663	0	0
Stage 1	707	707	-	661	661	-	-	-	-	-	-	-
Stage 2	329	663	-	387	707	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	189	148	681	185	148	670	953	-	-	908	-	-
Stage 1	397	441	-	423	463	-	-	-	-	-	-	-
Stage 2	664	462	-	614	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	140	681	177	140	670	953	-	-	908	-	-
Mov Cap-2 Maneuver	174	140	-	177	140	-	-	-	-	-	-	-
Stage 1	397	416	-	423	463	-	-	-	-	-	-	-
Stage 2	637	462	-	580	416	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		10.6		0		0.6	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	-	670	908	-
HCM Lane V/C Ratio	-	-	-	-	0.041	0.036	-
HCM Control Delay (s)	0	-	-	0	10.6	9.1	0.2
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	225	25	400	230	25	395
Future Volume (veh/h)	225	25	400	230	25	395
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	0.89	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1900	1841	1826	1900	1841
Adj Flow Rate, veh/h	237	0	421	0	26	416
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	4	5	0	4
Cap, veh/h	319		1234		458	1837
Arrive On Green	0.18	0.00	0.35	0.00	0.03	0.53
Sat Flow, veh/h	1767	1610	3589	1547	1810	3589
Grp Volume(v), veh/h	237	0	421	0	26	416
Grp Sat Flow(s),veh/h/ln	1767	1610	1749	1547	1810	1749
Q Serve(g_s), s	5.4	0.0	3.8	0.0	0.4	2.7
Cycle Q Clear(g_c), s	5.4	0.0	3.8	0.0	0.4	2.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	319		1234		458	1837
V/C Ratio(X)	0.74		0.34		0.06	0.23
Avail Cap(c_a), veh/h	1206		3168		998	3168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	10.1	0.0	7.4	5.4
Incr Delay (d2), s/veh	3.4	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	1.8	0.0	0.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	0.0	10.3	0.0	7.4	5.5
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	237	A	421	A		442
Approach Delay, s/veh	19.9		10.3			5.6
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.8		13.7	7.3	21.5
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		4.7		7.4	2.4	5.8
Green Ext Time (p_c), s		8.0		0.8	0.0	8.0
Intersection Summary						
HCM 6th Ctrl Delay			10.5			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (veh/h)	90	155	60	120	220	230	35	310	80	295	240	60
Future Volume (veh/h)	90	155	60	120	220	230	35	310	80	295	240	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	97	167	0	129	237	0	38	333	0	317	258	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	214	310		360	1142		459	828		557	1229	
Arrive On Green	0.14	0.14	0.00	0.08	0.32	0.00	0.05	0.24	0.00	0.16	0.35	0.00
Sat Flow, veh/h	823	2226	0	1781	3554	1598	1767	3497	1572	1753	3497	1560
Grp Volume(v), veh/h	146	118	0	129	237	0	38	333	0	317	258	0
Grp Sat Flow(s),veh/h/ln	1347	1617	0	1781	1777	1598	1767	1749	1572	1753	1749	1560
Q Serve(g_s), s	6.0	4.3	0.0	3.7	3.1	0.0	1.0	5.1	0.0	8.0	3.3	0.0
Cycle Q Clear(g_c), s	6.5	4.3	0.0	3.7	3.1	0.0	1.0	5.1	0.0	8.0	3.3	0.0
Prop In Lane	0.66		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	234		360	1142		459	828		557	1229	
V/C Ratio(X)	0.51	0.50		0.36	0.21		0.08	0.40		0.57	0.21	
Avail Cap(c_a), veh/h	456	439		495	1863		572	2043		607	2319	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	25.0	0.0	19.0	15.6	0.0	16.6	20.4	0.0	13.2	14.4	0.0
Incr Delay (d2), s/veh	1.4	1.7	0.0	0.6	0.1	0.0	0.1	0.3	0.0	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	3.0	0.0	2.6	2.0	0.0	0.7	3.3	0.0	4.8	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	26.6	0.0	19.6	15.7	0.0	16.7	20.7	0.0	14.2	14.5	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		264	A		366	A		371	A		575	A
Approach Delay, s/veh		27.0			17.1			20.3			14.3	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	28.3	11.2	15.0	16.2	21.0		26.2				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	42	* 42	* 10	* 17	12.0	* 37		* 33				
Max Q Clear Time (g_c+1), s	5.3	5.3	5.7	8.5	10.0	7.1		5.1				
Green Ext Time (p_c), s	0.0	4.8	0.1	0.6	0.2	5.9		0.9				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	50	110	555	75	115	545
Future Vol, veh/h	50	110	555	75	115	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	56	122	617	83	128	606
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1218	350	0	0	700	0
Stage 1	659	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	7.1	-	-	4.24	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.4	-	-	2.27	-
Pot Cap-1 Maneuver	173	624	-	-	860	-
Stage 1	476	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	147	624	-	-	860	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31.1	0	1.7			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	310	860	-	
HCM Lane V/C Ratio	-	-	0.573	0.149	-	
HCM Control Delay (s)	-	-	31.1	9.9	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	3.4	0.5	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (veh/h)	35	20	115	85	30	65	140	480	45	25	460	45
Future Volume (veh/h)	35	20	115	85	30	65	140	480	45	25	460	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	41	24	135	100	35	76	165	565	0	29	541	53
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	110	50	176	312	90	195	541	902		408	1405	632
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.10	0.47	0.00	0.04	0.41	0.41
Sat Flow, veh/h	209	294	1045	1247	533	1158	1767	1921	1585	1810	3413	1535
Grp Volume(v), veh/h	200	0	0	100	0	111	165	565	0	29	541	53
Grp Sat Flow(s),veh/h/ln	1549	0	0	1247	0	1692	1767	960	1585	1810	1706	1535
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	3.4	2.9	12.8	0.0	0.5	6.4	1.2
Cycle Q Clear(g_c), s	7.2	0.0	0.0	5.0	0.0	3.4	2.9	12.8	0.0	0.5	6.4	1.2
Prop In Lane	0.20		0.67	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	0	0	312	0	285	541	902		408	1405	632
V/C Ratio(X)	0.60	0.00	0.00	0.32	0.00	0.39	0.31	0.63		0.07	0.38	0.08
Avail Cap(c_a), veh/h	680	0	0	479	0	512	816	1799		544	3197	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	22.1	0.0	21.4	8.2	11.5	0.0	9.7	11.9	10.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.6	0.0	0.9	0.3	0.7	0.0	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	2.2	0.0	2.4	1.5	3.7	0.0	0.3	3.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	0.0	22.7	0.0	22.3	8.5	12.3	0.0	9.8	12.1	10.4
LnGrp LOS	C	A	A	C	A	C	A	B		A	B	B
Approach Vol, veh/h		200			211			730	A		623	
Approach Delay, s/veh		24.6			22.5			11.4			11.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	33.0		17.3	11.0	29.6		17.3				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.5	14.8		9.2	4.9	8.4		7.0				
Green Ext Time (p_c), s	0.0	12.4		0.6	0.3	11.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B
























Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	Y
Traffic Vol, veh/h	85	65	80	500	465	80
Future Vol, veh/h	85	65	80	500	465	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	5	8	6	5	3
Mvmt Flow	89	68	83	521	484	83
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	911	242	484	0	-	0
Stage 1	484	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	7.06	7	4.26	-	-	-
Critical Hdwy Stg 1	6.06	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.63	3.35	2.28	-	-	-
Pot Cap-1 Maneuver	254	750	1034	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	750	1034	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	18.9		1.2		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1034	-	413	-	-	
HCM Lane V/C Ratio	0.081	-	0.378	-	-	
HCM Control Delay (s)	8.8	-	18.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	315	205	110	340	10	185	260	140	5	230	30
Future Volume (veh/h)	25	315	205	110	340	10	185	260	140	5	230	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	27	342	223	120	370	11	201	283	0	5	250	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	410	727	631	426	517	15	351	753		224	368	
Arrive On Green	0.18	0.40	0.40	0.07	0.29	0.29	0.13	0.22	0.00	0.01	0.10	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1793	53	1725	3413	1485	1810	3582	1497
Grp Volume(v), veh/h	27	342	223	120	0	381	201	283	0	5	250	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	0	1846	1725	1706	1485	1810	1791	1497
Q Serve(g_s), s	0.8	10.9	7.8	3.8	0.0	14.6	7.8	5.6	0.0	0.2	5.3	0.0
Cycle Q Clear(g_c), s	0.8	10.9	7.8	3.8	0.0	14.6	7.8	5.6	0.0	0.2	5.3	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	727	631	426	0	533	351	753		224	368	
V/C Ratio(X)	0.07	0.47	0.35	0.28	0.00	0.71	0.57	0.38		0.02	0.68	
Avail Cap(c_a), veh/h	410	1140	989	611	0	1143	653	1035		526	1086	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	17.8	16.8	17.5	0.0	25.2	25.2	26.2	0.0	31.2	34.2	0.0
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.4	0.0	1.8	1.5	0.3	0.0	0.0	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	7.8	4.6	2.6	0.0	10.4	5.5	3.8	0.0	0.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	18.2	17.2	17.9	0.0	27.0	26.7	26.5	0.0	31.2	36.5	0.0
LnGrp LOS	B	B	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		592			501			484	A		255	A
Approach Delay, s/veh		17.6			24.8			26.6			36.4	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	28.8	16.2	14.1	11.6	37.3	6.8	23.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.8	16.6	9.8	7.3	5.8	12.9	2.2	7.6				
Green Ext Time (p_c), s	0.0	6.2	0.5	0.8	0.2	3.3	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	385	140	20	365	5	200	75	20	20	105	65
Future Volume (veh/h)	35	385	140	20	365	5	200	75	20	20	105	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	423	0	22	401	5	220	82	22	22	115	71
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	692		401	682	9	574	348	93	145	255	144
Arrive On Green	0.37	0.37	0.00	0.37	0.37	0.37	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	979	1870	1585	964	1843	23	1198	1421	381	93	1042	588
Grp Volume(v), veh/h	38	423	0	22	0	406	220	0	104	208	0	0
Grp Sat Flow(s),veh/h/ln	979	1870	1585	964	0	1866	1198	0	1802	1723	0	0
Q Serve(g_s), s	1.1	6.0	0.0	0.6	0.0	5.7	0.3	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	6.0	0.0	6.6	0.0	5.7	3.6	0.0	1.5	3.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.21	0.11		0.34
Lane Grp Cap(c), veh/h	413	692		401	0	690	574	0	441	544	0	0
V/C Ratio(X)	0.09	0.61		0.05	0.00	0.59	0.38	0.00	0.24	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1379	2537		1352	0	2532	1333	0	1583	1614	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.9	8.3	0.0	11.0	0.0	8.2	10.6	0.0	9.8	10.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.0	0.1	0.0	0.8	0.4	0.0	0.3	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.8	0.0	0.2	0.0	2.7	1.6	0.0	0.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	9.2	0.0	11.1	0.0	9.0	11.0	0.0	10.1	10.9	0.0	0.0
LnGrp LOS	B	A		B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		461	A		428			324			208	
Approach Delay, s/veh		9.3			9.1			10.7			10.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.0		14.4		18.0		14.4				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		8.7		5.6		8.6		5.3				
Green Ext Time (p_c), s		1.8		1.3		1.6		1.0				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

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

1: Bells Ferry Road & Wooten Drive

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	
Traffic Vol, veh/h	5	5	720	10	10	710
Future Vol, veh/h	5	5	720	10	10	710
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	5	758	11	11	747
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1160	385	0	0	769	0
Stage 1	764	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	192	619	-	-	854	-
Stage 1	426	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	188	619	-	-	854	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	288	854	-	
HCM Lane V/C Ratio	-	-	0.037	0.012	-	
HCM Control Delay (s)	-	-	18	9.3	0.1	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	45	50	675	675	175
Future Vol, veh/h	115	45	50	675	675	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	0	1	0	0
Mvmt Flow	117	46	51	689	689	179
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1136	345	868	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.88	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	193	651	785	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	651	785	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	43.5		0.7		0	
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	785	-	180	651	-	-
HCM Lane V/C Ratio	0.065	-	0.652	0.071	-	-
HCM Control Delay (s)	9.9	-	56.2	10.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	3.8	0.2	-	-

3: Bells Ferry Road & Wooten Drive













Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Future Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	5	0	2	0	0	0	0
Mvmt Flow	0	0	0	5	0	26	5	821	5	37	889	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1384	1799	445	1353	1797	413	889	0	0	826	0	0
Stage 1	963	963	-	834	834	-	-	-	-	-	-	-
Stage 2	421	836	-	519	963	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	105	81	566	110	81	580	771	-	-	813	-	-
Stage 1	278	337	-	333	386	-	-	-	-	-	-	-
Stage 2	586	385	-	513	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	93	73	566	102	73	580	771	-	-	813	-	-
Mov Cap-2 Maneuver	93	73	-	102	73	-	-	-	-	-	-	-
Stage 1	275	307	-	329	381	-	-	-	-	-	-	-
Stage 2	553	380	-	467	307	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		17.2		0.2		0.8	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	771	-	-	-	326	813	-
HCM Lane V/C Ratio	0.007	-	-	-	0.097	0.045	-
HCM Control Delay (s)	9.7	0.1	-	0	17.2	9.6	0.4
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-

4: Bells Ferry Road & Ridge Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	435	20	445	360	20	445
Future Volume (veh/h)	435	20	445	360	20	445
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1870	1900	1900
Adj Flow Rate, veh/h	448	0	459	0	21	459
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	2	0	0
Cap, veh/h	542		1113		385	1639
Arrive On Green	0.30	0.00	0.31	0.00	0.03	0.45
Sat Flow, veh/h	1810	1610	3676	1585	1810	3705
Grp Volume(v), veh/h	448	0	459	0	21	459
Grp Sat Flow(s),veh/h/ln	1810	1610	1791	1585	1810	1805
Q Serve(g_s), s	11.7	0.0	5.1	0.0	0.4	4.0
Cycle Q Clear(g_c), s	11.7	0.0	5.1	0.0	0.4	4.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	542		1113		385	1639
V/C Ratio(X)	0.83		0.41		0.05	0.28
Avail Cap(c_a), veh/h	1034		2718		839	2739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	13.8	0.0	10.5	8.7
Incr Delay (d2), s/veh	3.3	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	3.0	0.0	0.2	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	0.0	14.1	0.0	10.6	8.8
LnGrp LOS	B		B		B	A
Approach Vol, veh/h	448	A	459	A		480
Approach Delay, s/veh	19.8		14.1			8.8
Approach LOS	B		B			A
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.5		21.2	7.3	22.3
Change Period (Y+Rc), s		6.5		6.0	6.0	6.5
Max Green Setting (Gmax), s		38.5		29.0	14.0	38.5
Max Q Clear Time (g_c+I1), s		6.0		13.7	2.4	7.1
Green Ext Time (p_c), s		8.7		1.5	0.0	8.6
Intersection Summary						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			
Notes						
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.						

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (veh/h)	105	175	35	105	285	350	50	365	50	250	325	85
Future Volume (veh/h)	105	175	35	105	285	350	50	365	50	250	325	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	108	180	0	108	294	0	52	376	0	258	335	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	230	337		367	1209		467	859		517	1168	
Arrive On Green	0.16	0.16	0.00	0.08	0.33	0.00	0.06	0.24	0.00	0.14	0.32	0.00
Sat Flow, veh/h	823	2183	0	1795	3610	1610	1781	3582	1547	1781	3610	1572
Grp Volume(v), veh/h	157	131	0	108	294	0	52	376	0	258	335	0
Grp Sat Flow(s),veh/h/ln	1290	1630	0	1795	1805	1610	1781	1791	1547	1781	1805	1572
Q Serve(g_s), s	6.7	4.6	0.0	2.9	3.7	0.0	1.3	5.6	0.0	6.4	4.3	0.0
Cycle Q Clear(g_c), s	7.2	4.6	0.0	2.9	3.7	0.0	1.3	5.6	0.0	6.4	4.3	0.0
Prop In Lane	0.69		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	262		367	1209		467	859		517	1168	
V/C Ratio(X)	0.51	0.50		0.29	0.24		0.11	0.44		0.50	0.29	
Avail Cap(c_a), veh/h	529	552		772	2667		565	2234		751	2828	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	24.0	0.0	17.9	15.1	0.0	15.9	20.2	0.0	13.7	15.8	0.0
Incr Delay (d2), s/veh	1.3	1.5	0.0	0.4	0.1	0.0	0.1	0.4	0.0	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	3.3	0.0	2.0	2.5	0.0	0.9	3.7	0.0	3.9	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	25.4	0.0	18.4	15.2	0.0	16.0	20.5	0.0	14.4	15.9	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		288	A		402	A		428	A		593	A
Approach Delay, s/veh		25.9			16.0			20.0			15.3	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	26.2	10.9	15.9	14.8	21.0		26.7				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	49	* 49	* 19	* 21	17.0	* 39		* 46				
Max Q Clear Time (g_c+1/3), s	6.3	6.3	4.9	9.2	8.4	7.6		5.7				
Green Ext Time (p_c), s	0.0	6.7	0.2	0.9	0.5	6.9		1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↑↑		↵	↑↑
Traffic Vol, veh/h	35	140	755	65	115	625
Future Vol, veh/h	35	140	755	65	115	625
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	36	143	770	66	117	638
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1356	418	0	0	836	0
Stage 1	803	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	6.92	7.06	-	-	4.2	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.38	-	-	2.25	-
Pot Cap-1 Maneuver	136	567	-	-	775	-
Stage 1	391	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	115	567	-	-	775	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	30.1	0	1.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	317	775	-	
HCM Lane V/C Ratio	-	-	0.563	0.151	-	
HCM Control Delay (s)	-	-	30.1	10.5	-	
HCM Lane LOS	-	-	D	B	-	
HCM 95th %tile Q(veh)	-	-	3.3	0.5	-	

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	45	20	115	60	25	35	190	660	45	25	565	80
Future Volume (veh/h)	45	20	115	60	25	35	190	660	45	25	565	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	47	21	120	62	26	36	198	688	0	26	589	83
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	128	46	161	330	113	157	531	1626		451	1392	621
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.11	0.46	0.00	0.04	0.39	0.39
Sat Flow, veh/h	287	292	1023	1267	721	999	1795	3526	1610	1810	3554	1585
Grp Volume(v), veh/h	188	0	0	62	0	62	198	688	0	26	589	83
Grp Sat Flow(s),veh/h/ln	1602	0	0	1267	0	1720	1795	1763	1610	1810	1777	1585
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	1.7	3.3	7.1	0.0	0.5	6.5	1.8
Cycle Q Clear(g_c), s	6.0	0.0	0.0	2.4	0.0	1.7	3.3	7.1	0.0	0.5	6.5	1.8
Prop In Lane	0.25		0.64	1.00		0.58	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	0	0	330	0	270	531	1626		451	1392	621
V/C Ratio(X)	0.56	0.00	0.00	0.19	0.00	0.23	0.37	0.42		0.06	0.42	0.13
Avail Cap(c_a), veh/h	740	0	0	541	0	557	827	3534		607	3563	1589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	20.2	0.0	19.9	8.1	9.8	0.0	9.1	12.0	10.6
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.3	0.0	0.4	0.4	0.2	0.0	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	1.2	0.0	1.2	1.7	3.5	0.0	0.2	3.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	20.5	0.0	20.4	8.5	9.9	0.0	9.1	12.2	10.7
LnGrp LOS	C	A	A	C	A	C	A	A		A	B	B
Approach Vol, veh/h		188			124			886	A		698	
Approach Delay, s/veh		23.1			20.4			9.6			11.9	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	30.7		16.0	11.1	27.0		16.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.5	9.1		8.0	5.3	8.5		4.4				
Green Ext Time (p_c), s	0.0	15.9		0.6	0.4	11.8		0.3				

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B
























Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	↔
Traffic Vol, veh/h	110	65	90	650	605	100
Future Vol, veh/h	110	65	90	650	605	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	8	1	1	1	1
Mvmt Flow	113	67	93	670	624	103
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1145	312	624	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.84	7.06	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.38	2.21	-	-	-
Pot Cap-1 Maneuver	193	666	960	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	666	960	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	43.3		1.1		0	
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	960	-	265	-	-	
HCM Lane V/C Ratio	0.097	-	0.681	-	-	
HCM Control Delay (s)	9.2	-	43.3	-	-	
HCM Lane LOS	A	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	4.5	-	-	

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	390	310	120	620	10	300	320	140	5	275	60
Future Volume (veh/h)	35	390	310	120	620	10	300	320	140	5	275	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	37	411	326	126	653	11	316	337	0	5	289	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	248	824	709	373	814	14	407	963		199	383	
Arrive On Green	0.06	0.44	0.44	0.06	0.44	0.44	0.17	0.27	0.00	0.01	0.11	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1848	31	1781	3582	1598	1810	3610	1560
Grp Volume(v), veh/h	37	411	326	126	0	664	316	337	0	5	289	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	0	1880	1781	1791	1598	1810	1805	1560
Q Serve(g_s), s	1.3	16.9	15.2	4.1	0.0	32.7	16.2	8.1	0.0	0.3	8.3	0.0
Cycle Q Clear(g_c), s	1.3	16.9	15.2	4.1	0.0	32.7	16.2	8.1	0.0	0.3	8.3	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	824	709	373	0	827	407	963		199	383	
V/C Ratio(X)	0.15	0.50	0.46	0.34	0.00	0.80	0.78	0.35		0.03	0.75	
Avail Cap(c_a), veh/h	248	1120	964	407	0	1160	448	1541		315	1114	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.2	21.5	21.0	16.2	0.0	25.9	32.7	31.5	0.0	41.8	46.4	0.0
Incr Delay (d2), s/veh	1.3	0.5	0.5	0.5	0.0	2.8	7.7	0.2	0.0	0.1	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	11.6	9.2	3.0	0.0	20.8	12.0	6.1	0.0	0.2	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	21.9	21.5	16.7	0.0	28.7	40.4	31.8	0.0	41.9	49.5	0.0
LnGrp LOS	C	C	C	B	A	C	D	C		D	D	
Approach Vol, veh/h		774			790			653	A		294	A
Approach Delay, s/veh		21.7			26.8			36.0			49.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	53.1	24.5	17.4	12.0	53.1	7.1	34.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	66.0	21.0	33.0	8.0	64.0	8.0	46.0				
Max Q Clear Time (g_c+I1), s	3.3	34.7	18.2	10.3	6.1	18.9	2.3	10.1				
Green Ext Time (p_c), s	0.0	12.4	0.3	1.0	0.1	3.8	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

10: Bells Ferry Road & Marietta Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	315	165	25	460	10	255	90	20	20	150	110
Future Volume (veh/h)	45	315	165	25	460	10	255	90	20	20	150	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1826	1870	1900	1900	1885	1900	1796	1900	1900
Adj Flow Rate, veh/h	47	328	0	26	479	10	266	94	21	21	156	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	5	2	0	0	1	0	7	0	0
Cap, veh/h	334	688		442	672	14	554	419	94	125	281	193
Arrive On Green	0.37	0.37	0.00	0.37	0.37	0.37	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	922	1870	1610	1027	1825	38	1126	1492	333	59	1001	689
Grp Volume(v), veh/h	47	328	0	26	0	489	266	0	115	292	0	0
Grp Sat Flow(s),veh/h/ln	922	1870	1610	1027	0	1864	1126	0	1825	1749	0	0
Q Serve(g_s), s	1.6	4.8	0.0	0.7	0.0	8.0	1.4	0.0	1.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.6	4.8	0.0	5.5	0.0	8.0	6.4	0.0	1.7	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.18	0.07		0.39
Lane Grp Cap(c), veh/h	334	688		442	0	686	554	0	512	599	0	0
V/C Ratio(X)	0.14	0.48		0.06	0.00	0.71	0.48	0.00	0.22	0.49	0.00	0.00
Avail Cap(c_a), veh/h	1134	2312		1334	0	2304	1139	0	1462	1494	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	8.6	0.0	10.7	0.0	9.6	11.4	0.0	9.8	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.0	0.1	0.0	1.4	0.6	0.0	0.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	2.4	0.0	0.2	0.0	4.2	2.3	0.0	0.8	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	9.1	0.0	10.8	0.0	11.0	12.1	0.0	10.0	11.6	0.0	0.0
LnGrp LOS	B	A		B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		375	A		515		381			292		
Approach Delay, s/veh		9.7			11.0		11.5			11.6		
Approach LOS		A			B		B			B		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.1		16.5		19.1		16.5				
Change Period (Y+Rc), s		6.0		6.5		6.0		6.5				
Max Green Setting (Gmax), s		44.0		28.5		44.0		28.5				
Max Q Clear Time (g_c+I1), s		11.6		8.4		10.0		7.0				
Green Ext Time (p_c), s		1.5		1.6		2.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

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

APPENDIX M

TOTAL ESTIMATED COSTS OF ALTERNATIVES



Cherokee County - Department of Transportation Preliminary Cost Estimate Summary Bells Ferry Road Traffic Study Intersection Cost		Date	November 2020
		Prepared By:	JMK
		Heath & Lineback Engineers	
Location	Item Description	Total	
Wooten Drive (South) Grading, clearing and grubbing, utility relocation	Construction Cost	\$6,000.00	
	Right of Way Cost	\$5,000.00	
	Utility Cost	\$23,000.00	
	Preliminary Engineering (10%)	\$4,000.00	
	Concept Contingency (30%)	\$11,000.00	
Total Project Cost		\$49,000.00	
Steels Bridge Road Multilane roundabout once Bells Ferry is widened to four lanes	Construction Cost	\$2,000,000.00	
	Right of Way Cost	\$470,000.00	
	Utility Cost	\$146,000.00	
	Preliminary Engineering (10%)	\$262,000.00	
	Concept Contingency (30%)	\$785,000.00	
Total Project Cost		\$3,663,000.00	
Wooten Drive (North) (Option 2) Cul-de-sac existing Wooten Drive (North), realign roadway to intersect Steels Bridge Road roundabout	Construction Cost	\$212,000.00	
	Right of Way Cost	\$301,000.00	
	Utility Cost	\$70,000.00	
	Preliminary Engineering (10%)	\$59,000.00	
	Concept Contingency (30%)	\$175,000.00	
Total Project Cost		\$817,000.00	
Ridge Road Adjust signal timing, extend northbound right turn lane	Construction Cost	\$74,000.00	
	Right of Way Cost	\$14,000.00	
	Utility Cost	\$70,000.00	
	Preliminary Engineering (10%)	\$16,000.00	
	Concept Contingency (30%)	\$48,000.00	
Total Project Cost		\$222,000.00	
Bridge Mill Parkway/Sixes Road (Option 1) Addition of turn lane for eastbound Bridgemill Parkway approach.	Construction Cost	\$47,000.00	
	Right of Way Cost	\$0.00	
	Utility Cost	\$8,000.00	
	Preliminary Engineering (10%)	\$6,000.00	
	Concept Contingency (30%)	\$17,000.00	
Total Project Cost		\$78,000.00	
Bridge Mill Parkway/Sixes Road (RIRO) Reconfigure intersection into right-in/right-out	Construction Cost	\$7,000.00	
	Right of Way Cost	\$0.00	
	Utility Cost	\$0.00	
	Preliminary Engineering (10%)	\$1,000.00	
	Concept Contingency (30%)	\$2,000.00	
Total Project Cost		\$10,000.00	
Holly Street (Option 1) Addition of right turn lane for northbound and westbound approach, improve sight distance	Construction Cost	\$128,000.00	
	Right of Way Cost	\$250,000.00	
	Utility Cost	\$81,000.00	
	Preliminary Engineering (10%)	\$46,000.00	
	Concept Contingency (30%)	\$138,000.00	
Total Project Cost		\$643,000.00	
Bridge Mill Avenue/Liberty Parkway Traffic signal modification, addition of left turn lane	Construction Cost	\$141,000.00	
	Right of Way Cost	\$127,000.00	
	Utility Cost	\$50,000.00	
	Preliminary Engineering (10%)	\$32,000.00	
	Concept Contingency (30%)	\$95,000.00	
Total Project Cost		\$445,000.00	
Goldmill Ridge Reconfigure the intersection into roundabout and realign Little Deer Run	Construction Cost	\$1,671,000.00	
	Right of Way Cost	\$429,000.00	
	Utility Cost	\$134,000.00	
	Preliminary Engineering (10%)	\$224,000.00	
	Concept Contingency (30%)	\$670,000.00	
Total Project Cost		\$3,128,000.00	
Butterworth Road (Option 1 Short-Term Improvement) Addition of Turn Lanes, Traffic Signal Modification	Construction Cost	\$268,000.00	
	Right of Way Cost	\$176,000.00	
	Utility Cost	\$85,000.00	
	Preliminary Engineering (10%)	\$53,000.00	
	Concept Contingency (30%)	\$159,000.00	
Total Project Cost		\$741,000.00	
Butterworth Road (Option 1 Mid-Term Improvement) Widen Butterworth Road into four lane	Construction Cost	\$2,375,000.00	
	Right of Way Cost	\$1,457,000.00	
	Utility Cost	\$565,000.00	
	Preliminary Engineering (10%)	\$440,000.00	
	Concept Contingency (30%)	\$1,319,000.00	
Total Project Cost		\$6,156,000.00	
Bells Ferry Road Widening Widen Bells Ferry Road into four lane from Wooten Drive (South) to Butterworth Road	Construction Cost	\$46,750,000.00	
	Right of Way Cost	\$25,300,000.00	
	Utility Cost	\$14,490,000.00	
	Preliminary Engineering (10%)	\$8,654,000.00	
	Concept Contingency (30%)	\$25,962,000.00	
Total Project Cost		\$121,156,000.00	

Bridge Mill Parkway/Sixes Road (Option 1) Revised 11-20-2020 to include minor electrical conduit placement and landscaping.
 Bridge Mill Road/Liberty Road Revised 01-15-2021, increased right of way and utility cost.

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Wooten Drive (South)
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Grading, clearing and grubbing, utility relocation	
Project Addresses Need:	Sight distance on northeast corner of intersection	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	N/A
Preliminary Cost Details		
Construction Cost	Similar Project	N/A
	Traffic Control (15%)	\$1,000.00
	Erosion Control (15%)	\$633.75
	Grading Complete (30%)	\$975.00
	Private Fencing (\$65/LF)	\$3,250.00
	Design Factors	Grading, Private Fencing
	Additional Costs	\$0.00
Total Construction Cost		\$5,858.75
Right of Way Cost Note: Estimated property area utilized	Property Type	Residential
	Cost per SF	\$1.60
	Acquire Right of Way (SF)	642.19
	Right of Way	\$1,027.50
Total Right of Way Cost		\$5,000.00
Utility Cost	Utilities in Area	Electric, Underground Conduit
	Required Relocations	1 Power Pole, Underground Conduit
	Power Pole Relocation (\$20,000/Pole)	\$20,000.00
	Underground Conduit (\$50/LF)	\$3,000.00
Total Utility Cost		\$23,000.00
Subtotal Cost (Construction, Right of Way, Utility)		\$33,858.75
Wooten Drive (South)	Preliminary Engineering (10%)	\$3,385.88
	Concept Contingency (30%)	\$11,000.00
Total Project Cost		\$48,244.63

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Steels Bridge Road
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Multilane roundabout once Bells Ferry is widened to four lanes	
Project Addresses Need:	N/A	
Implementation Phase:	Long-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	N/A
Preliminary Cost Details		
Construction Cost	Similar Project	Multilane Roundabout
	Similar Project Cost	\$2,000,000.00
	Design Factors	N/A
	Additional Costs	\$0.00
Total Construction Cost		\$2,000,000.00
Right of Way Cost	Property Type	Residential
	Cost per SF	\$1.60
	Acquire Right of Way (SF)	41199.69
	Displacement	\$90,610.00
	Right of Way	\$156,529.50
Total Right of Way Cost		\$469,588.51
Utility Cost	Utilities in Area	4 Power Pole, Underground Conduit, Water Main
	Required Relocations	4 Power Pole, Underground Conduit, Water Main
	Power Pole Relocation (\$20,000/Pole)	\$80,000.00
	Underground Conduit (\$50/LF)	\$5,000.00
	Water Main Relocation (\$115/LF)	\$60,950.00
Total Utility Cost		\$145,950.00
Subtotal Cost (Construction, Right of Way, Utility)		\$2,615,538.51
Steels Bridge Road	Preliminary Engineering (10%)	\$261,553.85
	Concept Contingency (30%)	\$784,661.55
Total Project Cost		\$3,661,753.92

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Wooten Drive (North) (Option 2)
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Cul-de-sac existing Wooten Drive (North), realign roadway to intersect Steels Bridge Road roundabout	
Project Addresses Need:	N/A	
Implementation Phase:	Mid-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	N/A
Preliminary Cost Details		
Construction Cost	Project	Roadway Realignment
	Traffic Control (15%)	\$18,683.33
	Erosion Control (15%)	\$18,683.33
	Drainage (10%)	\$12,455.56
	Grading Complete (30%)	\$37,366.67
	Additional Pavement (\$100/LF)	\$115,000.00
	Pavement Removal (\$10/SY)	\$5,555.56
	Signing & Marking (\$5/LF)	\$4,000.00
	Design Factors	Roadway Realignment and Pavement Removal
	Additional Costs	\$0.00
Total Construction Cost		\$211,744.44
Right of Way Cost	Property Type	Residential
	Cost per SF	\$1.60
	Acquire Right of Way (SF)	62585.32
	Right of Way	\$100,136.51
Total Right of Way Cost		\$300,409.54
Utility Cost	Utilities in Area	Power, Underground Conduit
	Required Relocations	Power, Underground Conduit
	Power Pole Relocation (\$20,000/Pole)	\$60,000.00
	Underground Conduit (\$50/LF)	\$10,000.00
Total Utility Cost		\$70,000.00
Subtotal Cost (Construction, Right of Way, Utility)		\$582,153.98
Wooten Drive (North) (Option 2)	Preliminary Engineering (10%)	\$58,215.40
	Concept Contingency (30%)	\$174,646.19
Total Project Cost		\$815,015.57

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Ridge Road
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Adjust signal timing, extend northbound right turn lane	
Project Addresses Need:	N/A	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Signalized Intersection
	Assumptions:	N/A

Preliminary Cost Details

Construction Cost	Project	Addition of Turn Lane
	Traffic Control (15%)	\$6,843.75
	Erosion Control (15%)	\$6,843.75
	Drainage (10%)	\$4,562.50
	Grading Complete (30%)	\$13,687.50
	Additional Pavement (\$100/LF)	\$35,500.00
	Signing & Marking (\$5/LF)	\$1,125.00
	Driveway Relocation (\$85/SY)	\$5,100.00
	Adjust Signal Timing	\$3,900.00
	Design Factors	Additional Pavement, Signing & Marking, Driveway Relocation
Additional Costs	\$0.00	
Total Construction Cost		\$73,662.50

Right of Way Cost	Property Type	Residential
	Cost per SF	\$1.60
	Acquire Right of Way (SF)	2865.82
	Right of Way	\$4,585.31
Total Right of Way Cost		\$13,755.94

Utility Cost	Utilities in Area	Electric, Underground Conduit
	Required Relocations	3 Power Pole, Underground Conduit
	Power Pole Relocation (\$20,000/Pole)	\$60,000.00
	Underground Conduit (\$50/LF)	\$10,000.00
Total Utility Cost		\$70,000.00

Subtotal Cost (Construction, Right of Way, Utility)		\$157,418.44
Ridge Road	Preliminary Engineering (10%)	\$15,741.84
	Concept Contingency (30%)	\$47,225.53
Total Project Cost		\$220,385.81

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Bridgemill Parkway/Sixes Road (Option 1)
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Addition of turn lane for eastbound Bridgemill Parkway approach.	
Project Addresses Need:	N/A	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Signalized Intersection
	Assumptions:	N/A
Preliminary Cost Details		
Construction Cost	Project	Addition of Turn Lanes
	Traffic Control (15%)	\$3,964.50
	Erosion Control (15%)	\$3,964.50
	Drainage (15%)	\$3,964.50
	Grading Complete (30%)	\$7,929.00
	Additional Pavement (\$100/LF)	\$15,180.00
	Signing & Marking (\$5/LF)	\$750.00
	Landscaping	\$10,500.00
	Design Factors	Addition on turn lanes, golf course impacts
	Additional Costs	\$0.00
Total Construction Cost		\$46,252.50
Right of Way Cost	Property Type	-
	Cost per SF	-
	Acquire Right of Way (SF)	-
	Right of Way	\$0.00
Total Right of Way Cost		\$0.00
Utility Cost	Utilities in Area	Minor electrical conduit placement
	Required Relocations	Minor electrical conduit placement
	Relocation Cost	\$7,500.00
Total Utility Cost		\$7,500.00
Subtotal Cost (Construction, Right of Way, Utility)		\$53,752.50
Bridgemill Parkway/Sixes Road (Option 1)	Preliminary Engineering (10%)	\$5,375.25
	Concept Contingency (30%)	\$16,125.75
Total Project Cost		\$75,253.50

Revised 11-20-2020 to include minor electrical conduit placement and landscaping.

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Bridgemill Parkway/Sixes Road (RIRO)
Bells Ferry Road Traffic Study Intersection Cost

Date: November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Reconfigure intersection into right-in/right-out	
Project Addresses Need:	N/A	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	All proposed work will fit within the existing paved area.

Preliminary Cost Details

	Project	Right-in/Right-out
Construction Cost	Traffic Control (15%)	\$1,000.00
	Erosion Control (15%)	\$579.17
	Grading Complete (30%)	\$1,158.33
	Raised Island (\$85/SY)	\$2,361.11
	Signing & Marking (LS)	\$1,500.00
	Design Factors	Raised Island, Signing & Marking
	Additional Costs	\$0.00
Total Construction Cost		\$6,598.61
Right of Way Cost	Property Type	-
	Cost per SF	-
	Acquire Right of Way (SF)	-
	Right of Way	\$0.00
Total Right of Way Cost		\$0.00
Utility Cost	Utilities in Area	N/A
	Required Relocations	N/A
	Relocation Cost	\$0.00
Total Utility Cost		\$0.00
Subtotal Cost (Construction, Right of Way, Utility)		\$6,598.61
Bridgemill Parkway/Sixes Road (RIRO)	Preliminary Engineering (10%)	\$659.86
	Concept Contingency (30%)	\$1,979.58
Total Project Cost		\$9,238.06

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Holly Street (Option 1)
 Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Addition of right turn lane for northbound and westbound approach, improve sight distance	
Project Addresses Need:	N/A	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	N/A

Preliminary Cost Details

Construction Cost	Project	Addition of Turn Lane
	Traffic Control (15%)	\$10,912.50
	Erosion Control (15%)	\$10,912.50
	Drainage (15%)	\$10,912.50
	Grading Complete (30%)	\$21,825.00
	Additional Pavement (\$100/LF)	\$71,000.00
	Signing & Marking (\$5/LF)	\$1,750.00
	Design Factors	Grading, Addition of Turn Lane, Signing & Marking
Additional Costs		\$0.00
Total Construction Cost		\$127,312.50

Right of Way Cost	Property Type	Residential/Commercial
	Residential Cost per SF	\$1.60
	Commercial Cost per SF	\$4.00
	Residential Acquire Right of Way (SF)	17187.02
	Commercial Acquire Right of Way (SF)	13900.52
Right of Way		\$83,101.31
Total Right of Way Cost		\$249,303.94

Utility Cost	Utilities in Area	Water, Power, Underground Conduit
	Required Relocations	Water, Power, Underground Conduit
	Power Pole Relocation (\$20,000/Pole)	\$60,000.00
	Underground Conduit (\$50/LF)	\$8,750.00
	Water Main Relocation (\$115/LF)	\$11,500.00
Total Utility Cost		\$80,250.00

Subtotal Cost (Construction, Right of Way, Utility)		\$456,866.44
Holly Street (Option 1)	Preliminary Engineering (10%)	\$45,686.64
	Concept Contingency (30%)	\$137,059.93
Total Project Cost		\$639,613.01

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Bridge Mill Road/Liberty Road
Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Traffic signal modification, addition of left turn lane	
Project Addresses Need:	N/A	
Implementation Phase:	Short-Term Improvement	
Additional Project Details:	Existing Condition:	Signalized Intersection
	Assumptions:	N/A

Preliminary Cost Details

Construction Cost	Project	Addition of Turn Lane
	Traffic Control (15%)	\$5,591.25
	Erosion Control (15%)	\$5,591.25
	Drainage (15%)	\$5,591.25
	Grading Complete (30%)	\$11,182.50
	Additional Pavement (\$100/LF)	\$35,500.00
	Signing & Marking (\$5/LF)	\$1,775.00
	Traffic Signal Modification	\$75,000.00
	Design Factors	Addition of Turn Lane, Signing & Marking
Additional Costs	\$0.00	
Total Construction Cost		\$140,231.25

Right of Way Cost	Property Type	Residential/Commercial
	Residential Cost per SF	\$1.60
	Commercial Cost per SF	\$4.00
	Residential Acquire Right of Way (SF)	6119
	Commercial Acquire Right of Way (SF)	6861
	Right of Way	\$37,234.40
	Cost to Cure (Sign Replacement)	\$15,000.00
Total Right of Way Cost		\$126,703.20

Utility Cost	Utilities in Area	Traffic Signal, Underground Conduit
	Required Relocations	Traffic Signal Pole, Underground Conduit, Water Main
	Underground Conduit (\$50/LF)	\$15,000.00
	Water Main Relocation (\$115/LF)	\$34,500.00
Total Utility Cost		\$49,500.00

Subtotal Cost (Construction, Right of Way, Utility)		\$316,434.45
Bridge Mill Road/Liberty Road	Preliminary Engineering (10%)	\$31,643.45
	Concept Contingency (30%)	\$94,930.34
Total Project Cost		\$443,008.23

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Goldmill Ridge with Realignment
Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Reconfigure the intersection into roundabout and realign Little Deer Run	
Project Addresses Need:	N/A	
Implementation Phase:	Long-Term Improvement	
Additional Project Details:	Existing Condition:	Stop Controlled Intersection
	Assumptions:	N/A

Preliminary Cost Details

Construction Cost	Similar Project	Four-Legged Roundabout with Realign
	Similar Project Cost	\$1,643,000.00
	Culvert Replacement	\$15,000.00
	Pavement Removal (\$10/SY)	\$12,471.87
	Design Factors	Pavement Removal, Inflation Cost
	Additional Costs	\$0.00
Total Construction Cost		\$1,670,471.87

Right of Way Cost	Property Type	Residential
	Cost per SF	\$1.60
	Acquire Right of Way (SF)	89272.3
	Right of Way	\$142,835.68
Total Right of Way Cost		\$428,507.04

Utility Cost	Utilities in Area	Power, Underground Conduit, Water Main
	Required Relocations	Power, Underground Conduit, Water Main
	Power Pole Relocation (\$20,000/Pole)	\$100,000.00
	Underground Conduit (\$50/LF)	\$5,000.00
	Water Main Relocation (\$115/LF)	\$28,750.00
Total Utility Cost		\$133,750.00

Subtotal Cost (Construction, Right of Way, Utility)		\$2,232,728.91
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Goldmill Ridge	Preliminary Engineering (10%)	\$223,272.89
	Concept Contingency (30%)	\$669,818.67

Total Project Cost		\$3,125,820.47
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Cherokee County - Department of Transportation		Date	November 2020
Preliminary Cost Estimate - Butterworth Road (Option 1 Short-Term Improvement)		Prepared By:	JMK
Bells Ferry Road Traffic Study Intersection Cost		Heath & Lineback Engineers	
Project Description:	Addition of Turn Lanes, Traffic Signal Modification		
Project Addresses Need:	N/A		
Implementation Phase:	Short-Term Improvement		
Additional Project Details:	Existing Condition:	Signalized Intersection	
	Assumptions:	N/A	
Preliminary Cost Details			
Construction Cost	Project	Addition of Turn Lanes	
	Traffic Control (15%)	\$10,083.75	
	Erosion Control (15%)	\$10,083.75	
	Drainage (15%)	\$10,083.75	
	Grading Complete (30%)	\$20,167.50	
	Additional Pavement (\$100/LF)	\$66,000.00	
	Signing & Marking (\$5/LF)	\$1,225.00	
	Traffic Signal Modification	\$150,000.00	
	Design Factors	Addition of Turn Lanes, Signing & Marking	
	Additional Costs	\$0.00	
Total Construction Cost		\$267,643.75	
Right of Way Cost	Property Type	Commercial	
	Cost per SF	\$4.00	
	Acquire Right of Way (SF)	14590.14	
	Right of Way	\$58,360.56	
Total Right of Way Cost		\$175,081.68	
Utility Cost	Utilities in Area	Power, Underground Conduit, Water Main	
	Required Relocations	Power, Underground Conduit, Water Main	
	Power Pole Relocation (\$20,000/Pole)	\$40,000.00	
	Underground Conduit (\$50/LF)	\$7,500.00	
	Water Main Relocation (\$115/LF)	\$36,800.00	
Total Utility Cost		\$84,300.00	
Subtotal Cost (Construction, Right of Way, Utility)		\$527,025.43	
Butterworth Road (Option 1) (Short-Term Improvement)	Preliminary Engineering (10%)	\$52,702.54	
	Concept Contingency (30%)	\$158,107.63	
Total Project Cost		\$737,835.60	

Cherokee County - Department of Transportation
Preliminary Cost Estimate - Butterworth Road (Option 1 Mid-Term Improvement)
Bells Ferry Road Traffic Study Intersection Cost

Date November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Widen Butterworth Road into four lane	
Project Addresses Need:	N/A	
Implementation Phase:	Mid-Term Improvement	
Additional Project Details:	Existing Condition:	Signalized Intersection
	Assumptions:	N/A

Preliminary Cost Details

Construction Cost	Project	Roadway Widening
	Roadway Widening (\$500/LF)	\$2,000,000.00
	Traffic Signal Modification	\$375,000.00
	Design Factors	Roadway Widening
	Additional Costs	\$0.00
Total Construction Cost		\$2,375,000.00

Right of Way Cost	Property Type	Commercial
	Cost per SF	\$4.00
	Acquire Right of Way (SF)	121365.26
	Right of Way	\$485,461.04
Total Right of Way Cost		\$1,456,383.12

Utility Cost	Utilities in Area	Power, Water Main, Underground Conduit
	Required Relocations	Power, Water Main, Underground Conduit
	Power Pole Relocation (\$20,000/Pole)	\$400,000.00
	Underground Conduit (\$50/LF)	\$50,000.00
	Water Main Relocation (\$115/LF)	\$115,000.00
Total Utility Cost		\$565,000.00

Subtotal Cost (Construction, Right of Way, Utility)		\$4,396,383.12
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Butterworth Road (Option 1) (Mid-Term Improvement)	Preliminary Engineering (10%)	\$439,638.31
	Concept Contingency (30%)	\$1,318,914.94

Total Project Cost		\$6,154,936.37
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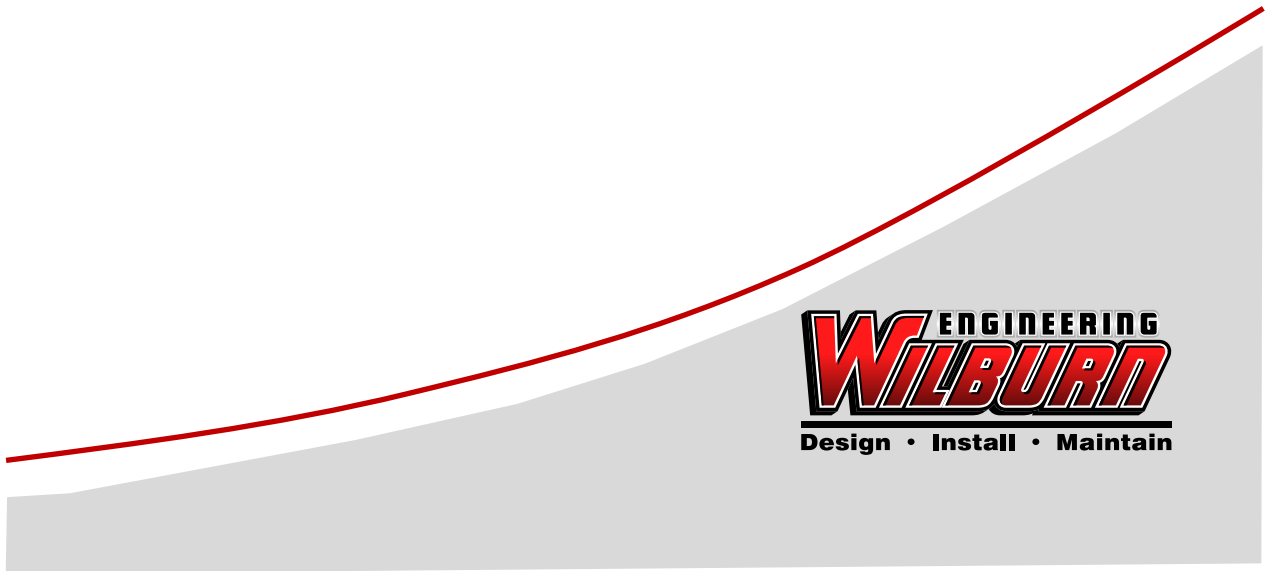
Cherokee County - Department of Transportation
Preliminary Cost Estimate - Bells Ferry Road Widening
Bells Ferry Road Traffic Study Intersection Cost

Date: November 2020
 Prepared By: JMK
 Heath & Lineback Engineers

Project Description:	Widen Bells Ferry Road into four lane from Wooten Drive (South) to Butterworth Road	
Project Addresses Need:	N/A	
Implementation Phase:	N/A	
Additional Project Details:	Existing Condition:	Two Lane
	Assumptions:	N/A
Preliminary Cost Details		
Construction Cost	Project	Roadway Widening
	Roadway Widening (\$2,000/LF)	\$46,000,000.00
	Traffic Signal Modification	\$750,000.00
	Design Factors	Roadway Widening, Traffic Signal Modification
	Additional Costs	\$0.00
Total Construction Cost		\$46,750,000.00
Right of Way Cost	Property Type	Residential/Commercial
	Right of Way (\$1,100/LF)	\$25,300,000.00
	Total Right of Way Cost	
Utility Cost	Utilities in Area	Power, Water Main, Underground Conduit, Gas, Sewer
	Required Relocations	Power, Water Main, Underground Conduit, Gas, Sewer
	Utility Relocation (\$630/LF)	\$14,490,000.00
Total Utility Cost		\$14,490,000.00
Subtotal Cost (Construction)		\$86,540,000.00
Butterworth Road (Option 1) (Mid-Term Improvement)	Preliminary Engineering (10%)	\$8,654,000.00
	Concept Contingency (30%)	\$25,962,000.00
Total Project Cost		\$121,156,000.00

APPENDIX N

CAPACITY ANALYSIS REPORTS, WITH AND W/O ALTERNATIVES



STEELS BRIDGE ROAD

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	185	75	20	485	510	60
Future Vol, veh/h	185	75	20	485	510	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	2	1	0
Mvmt Flow	208	84	22	545	573	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	890	287	640	0	-	0
Stage 1	573	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.86	6.94	4.24	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.32	2.27	-	-	-
Pot Cap-1 Maneuver	280	710	907	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	710	907	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	39	0.4		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	907	-	273	710	-	-
HCM Lane V/C Ratio	0.025	-	0.761	0.119	-	-
HCM Control Delay (s)	9.1	-	50.5	10.8	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5.7	0.4	-	-

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	35	35	505	470	120
Future Vol, veh/h	105	35	35	505	470	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	0	0	3	3	5
Mvmt Flow	113	38	38	543	505	129
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	853	253	634	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.98	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	285	753	959	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	753	959	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	22.8		0.6		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	959	-	274	753	-	-
HCM Lane V/C Ratio	0.039	-	0.412	0.05	-	-
HCM Control Delay (s)	8.9	-	27	10	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	0.2	-	-

2: Bells Ferry Road & Steels Bridge Rd

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	45	50	675	675	175
Future Vol, veh/h	115	45	50	675	675	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	325	150	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	0	1	0	0
Mvmt Flow	117	46	51	689	689	179
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1136	345	868	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.88	6.94	4.1	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.32	2.2	-	-	-
Pot Cap-1 Maneuver	193	651	785	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	651	785	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	43.5	0.7	0			
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	785	-	180	651	-	-
HCM Lane V/C Ratio	0.065	-	0.652	0.071	-	-
HCM Control Delay (s)	9.9	-	56.2	10.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	3.8	0.2	-	-

MOVEMENT SUMMARY

 Site: 101 [2046 AM Multi (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	20	7.0	22	7.0	0.263	6.0	LOS A	1.2	31.1	0.39	0.27	0.39	31.0
8	T1	485	2.0	545	2.0	0.263	5.8	LOS A	1.2	31.2	0.39	0.27	0.39	37.6
Approach		505	2.2	567	2.2	0.263	5.8	LOS A	1.2	31.2	0.39	0.27	0.39	37.3
North: BFR														
4	T1	510	1.0	573	1.0	0.250	5.0	LOS A	1.2	30.5	0.11	0.03	0.11	38.4
14	R2	60	0.0	67	0.0	0.250	4.9	LOS A	1.2	29.7	0.11	0.03	0.11	29.3
Approach		570	0.9	640	0.9	0.250	5.0	LOS A	1.2	30.5	0.11	0.03	0.11	37.2
West: Steels Bridge														
5	L2	185	3.0	208	3.0	0.372	9.1	LOS A	1.7	43.6	0.61	0.65	0.68	27.1
12	R2	75	2.0	84	2.0	0.372	9.1	LOS A	1.7	43.6	0.61	0.65	0.68	26.5
Approach		260	2.7	292	2.7	0.372	9.1	LOS A	1.7	43.6	0.61	0.65	0.68	26.9
All Vehicles		1335	1.7	1500	1.7	0.372	6.1	LOS A	1.7	43.6	0.32	0.24	0.33	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2046 MD Multi (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: BFR														
3	L2	35	0.0	38	0.0	0.248	5.2	LOS A	1.2	29.9	0.29	0.16	0.29	31.0
8	T1	505	3.0	543	3.0	0.248	5.3	LOS A	1.2	29.9	0.29	0.16	0.29	37.7
Approach		540	2.8	581	2.8	0.248	5.3	LOS A	1.2	29.9	0.29	0.16	0.29	37.2
North: BFR														
4	T1	470	3.0	505	3.0	0.258	5.2	LOS A	1.2	31.1	0.15	0.05	0.15	38.0
14	R2	120	5.0	129	5.0	0.258	5.2	LOS A	1.2	30.2	0.14	0.05	0.14	29.2
Approach		590	3.4	634	3.4	0.258	5.2	LOS A	1.2	31.1	0.15	0.05	0.15	35.8
West: Steels Bridge														
5	L2	105	9.0	113	9.0	0.189	6.6	LOS A	0.7	18.0	0.51	0.47	0.51	27.4
12	R2	35	0.0	38	0.0	0.189	6.2	LOS A	0.7	18.0	0.51	0.47	0.51	27.4
Approach		140	6.8	151	6.8	0.189	6.5	LOS A	0.7	18.0	0.51	0.47	0.51	27.4
All Vehicles		1270	3.5	1366	3.5	0.258	5.4	LOS A	1.2	31.1	0.25	0.15	0.25	35.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\20-73 Bells Ferry Road Corridor Study - Cherokee County\STUDIES\Roundabout\Steels Bridge.sip9

MOVEMENT SUMMARY

 Site: 101 [2046 PM Multi (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	50	0.0	51	0.0	0.309	5.9	LOS A	1.6	40.4	0.31	0.17	0.31	30.8
8	T1	675	1.0	689	1.0	0.309	5.9	LOS A	1.6	40.4	0.31	0.17	0.31	37.6
Approach		725	0.9	740	0.9	0.309	5.9	LOS A	1.6	40.4	0.31	0.17	0.31	37.1
North: BFR														
4	T1	675	0.0	689	0.0	0.345	6.1	LOS A	1.9	47.3	0.20	0.08	0.20	37.9
14	R2	175	0.0	179	0.0	0.345	6.0	LOS A	1.8	46.1	0.19	0.08	0.19	28.9
Approach		850	0.0	867	0.0	0.345	6.1	LOS A	1.9	47.3	0.20	0.08	0.20	35.6
West: Steels Bridge														
5	L2	115	0.0	117	0.0	0.223	7.4	LOS A	0.9	21.4	0.58	0.58	0.58	27.9
12	R2	45	0.0	46	0.0	0.223	7.4	LOS A	0.9	21.4	0.58	0.58	0.58	27.1
Approach		160	0.0	163	0.0	0.223	7.4	LOS A	0.9	21.4	0.58	0.58	0.58	27.7
All Vehicles		1735	0.4	1770	0.4	0.345	6.1	LOS A	1.9	47.3	0.28	0.17	0.28	35.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: P:\20-73 Bells Ferry Road Corridor Study - Cherokee County\STUDIES\Roundabout\Steels Bridge.sip9

WOOTEN DRIVE (NORTH)

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Future Vol, veh/h	5	0	0	5	0	30	5	660	5	10	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	0	3	0	0	2	0
Mvmt Flow	5	0	0	5	0	33	5	725	5	11	621	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1016	1383	311	1071	1381	365	621	0	0	730	0	0
Stage 1	643	643	-	738	738	-	-	-	-	-	-	-
Stage 2	373	740	-	333	643	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	145	691	178	145	626	969	-	-	883	-	-
Stage 1	433	472	-	380	427	-	-	-	-	-	-	-
Stage 2	625	426	-	660	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	181	141	691	174	141	626	969	-	-	883	-	-
Mov Cap-2 Maneuver	181	141	-	174	141	-	-	-	-	-	-	-
Stage 1	429	463	-	377	423	-	-	-	-	-	-	-
Stage 2	587	422	-	647	463	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	25.5			13.6			0.1			0.3		
HCM LOS	D			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	969	-	-	181	457	883	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.03	0.084	0.012	-	-				
HCM Control Delay (s)	8.7	0	-	25.5	13.6	9.1	0.1	-				
HCM Lane LOS	A	A	-	D	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Future Vol, veh/h	0	0	0	0	0	25	0	605	5	30	590	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	4	4	0
Mvmt Flow	0	0	0	0	0	27	0	658	5	33	641	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1036	1370	321	1048	1368	332	641	0	0	663	0	0
Stage 1	707	707	-	661	661	-	-	-	-	-	-	-
Stage 2	329	663	-	387	707	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	189	148	681	185	148	670	953	-	-	908	-	-
Stage 1	397	441	-	423	463	-	-	-	-	-	-	-
Stage 2	664	462	-	614	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	140	681	177	140	670	953	-	-	908	-	-
Mov Cap-2 Maneuver	174	140	-	177	140	-	-	-	-	-	-	-
Stage 1	397	416	-	423	463	-	-	-	-	-	-	-
Stage 2	637	462	-	580	416	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	0		10.6		0		0.6			
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	-	670	908	-
HCM Lane V/C Ratio	-	-	-	-	0.041	0.036	-
HCM Control Delay (s)	0	-	-	0	10.6	9.1	0.2
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-

3: Bells Ferry Road & Wooten Drive

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Future Vol, veh/h	0	0	0	5	0	25	5	780	5	35	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	5	0	2	0	0	0	0
Mvmt Flow	0	0	0	5	0	26	5	821	5	37	889	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1384	1799	445	1353	1797	413	889	0	0	826	0	0
Stage 1	963	963	-	834	834	-	-	-	-	-	-	-
Stage 2	421	836	-	519	963	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.35	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	105	81	566	110	81	580	771	-	-	813	-	-
Stage 1	278	337	-	333	386	-	-	-	-	-	-	-
Stage 2	586	385	-	513	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	93	73	566	102	73	580	771	-	-	813	-	-
Mov Cap-2 Maneuver	93	73	-	102	73	-	-	-	-	-	-	-
Stage 1	275	307	-	329	381	-	-	-	-	-	-	-
Stage 2	553	380	-	467	307	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		17.2		0.2		0.8	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	771	-	-	-	326	813	-
HCM Lane V/C Ratio	0.007	-	-	-	0.097	0.045	-
HCM Control Delay (s)	9.7	0.1	-	0	17.2	9.6	0.4
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-

MOVEMENT SUMMARY

 Site: 101 [2046 AM w Wooten (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: BFR														
3	L2	20	7.0	22	7.0	0.269	6.1	LOS A	1.3	31.9	0.41	0.29	0.41	30.9
8	T1	485	2.0	545	2.0	0.269	6.0	LOS A	1.3	31.9	0.41	0.29	0.41	37.5
18	R2	5	0.0	6	0.0	0.269	5.9	LOS A	1.3	31.9	0.41	0.29	0.41	35.3
Approach		510	2.2	573	2.2	0.269	6.0	LOS A	1.3	31.9	0.41	0.29	0.41	37.2
East: Wooten														
1	L2	5	0.0	6	0.0	0.061	6.1	LOS A	0.2	5.2	0.56	0.53	0.56	35.1
6	T1	1	0.0	1	0.0	0.061	6.1	LOS A	0.2	5.2	0.56	0.53	0.56	34.7
16	R2	30	0.0	34	0.0	0.061	6.1	LOS A	0.2	5.2	0.56	0.53	0.56	33.6
Approach		36	0.0	40	0.0	0.061	6.1	LOS A	0.2	5.2	0.56	0.53	0.56	33.8
North: BFR														
7	L2	10	0.0	11	0.0	0.250	4.9	LOS A	1.3	31.6	0.14	0.04	0.14	37.4
4	T1	510	1.0	573	1.0	0.250	4.9	LOS A	1.3	31.6	0.14	0.04	0.14	38.4
14	R2	60	0.0	67	0.0	0.250	4.9	LOS A	1.3	31.6	0.14	0.04	0.14	29.3
Approach		580	0.9	652	0.9	0.250	4.9	LOS A	1.3	31.6	0.14	0.04	0.14	37.2
West: Steels Bridge														
5	L2	185	3.0	208	3.0	0.379	9.4	LOS A	1.8	45.4	0.62	0.67	0.71	27.0
2	T1	1	3.0	1	3.0	0.379	9.4	LOS A	1.8	45.4	0.62	0.67	0.71	26.5
12	R2	75	2.0	84	2.0	0.379	9.3	LOS A	1.8	45.4	0.62	0.67	0.71	26.4
Approach		261	2.7	293	2.7	0.379	9.4	LOS A	1.8	45.4	0.62	0.67	0.71	26.9
All Vehicles		1387	1.7	1558	1.7	0.379	6.2	LOS A	1.8	45.4	0.34	0.26	0.36	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2046 MD w Wooten (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	35	0.0	38	0.0	0.259	5.5	LOS A	1.2	31.1	0.34	0.21	0.34	30.9
8	T1	505	3.0	543	3.0	0.259	5.6	LOS A	1.2	31.1	0.34	0.21	0.34	37.5
18	R2	5	0.0	5	0.0	0.259	5.5	LOS A	1.2	31.1	0.34	0.21	0.34	35.5
Approach		545	2.8	586	2.8	0.259	5.6	LOS A	1.2	31.1	0.34	0.21	0.34	37.0
East: Wooten														
1	L2	1	0.0	1	0.0	0.041	5.5	LOS A	0.1	3.5	0.53	0.47	0.53	35.7
6	T1	1	0.0	1	0.0	0.041	5.5	LOS A	0.1	3.5	0.53	0.47	0.53	35.4
16	R2	25	0.0	27	0.0	0.041	5.5	LOS A	0.1	3.5	0.53	0.47	0.53	34.2
Approach		27	0.0	29	0.0	0.041	5.5	LOS A	0.1	3.5	0.53	0.47	0.53	34.3
North: BFR														
7	L2	30	3.0	32	3.0	0.265	5.2	LOS A	1.3	33.5	0.16	0.06	0.16	36.8
4	T1	470	3.0	505	3.0	0.265	5.2	LOS A	1.3	33.5	0.16	0.06	0.16	37.7
14	R2	120	5.0	129	5.0	0.265	5.3	LOS A	1.3	33.4	0.16	0.06	0.16	29.1
Approach		620	3.4	667	3.4	0.265	5.2	LOS A	1.3	33.5	0.16	0.06	0.16	35.6
West: Steels Bridge														
5	L2	105	9.0	113	9.0	0.196	6.9	LOS A	0.7	18.7	0.53	0.50	0.53	27.3
2	T1	1	3.0	1	3.0	0.196	6.6	LOS A	0.7	18.7	0.53	0.50	0.53	27.3
12	R2	35	0.0	38	0.0	0.196	6.5	LOS A	0.7	18.7	0.53	0.50	0.53	27.4
Approach		141	6.7	152	6.7	0.196	6.8	LOS A	0.7	18.7	0.53	0.50	0.53	27.3
All Vehicles		1333	3.4	1433	3.4	0.265	5.5	LOS A	1.3	33.5	0.28	0.18	0.28	35.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2046 PM w Wooten (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	50	0.0	51	0.0	0.322	6.2	LOS A	1.7	42.0	0.36	0.23	0.36	30.7
8	T1	675	1.0	689	1.0	0.322	6.2	LOS A	1.7	42.0	0.36	0.23	0.36	37.4
18	R2	5	0.0	5	0.0	0.322	6.2	LOS A	1.7	42.0	0.36	0.23	0.36	35.2
Approach		730	0.9	745	0.9	0.322	6.2	LOS A	1.7	42.0	0.36	0.23	0.36	36.9
East: Wooten														
1	L2	5	0.0	5	0.0	0.051	6.3	LOS A	0.2	4.3	0.57	0.55	0.57	34.8
6	T1	1	0.0	1	0.0	0.051	6.3	LOS A	0.2	4.3	0.57	0.55	0.57	34.5
16	R2	25	0.0	26	0.0	0.051	6.3	LOS A	0.2	4.3	0.57	0.55	0.57	33.4
Approach		31	0.0	32	0.0	0.051	6.3	LOS A	0.2	4.3	0.57	0.55	0.57	33.7
North: BFR														
7	L2	35	0.0	36	0.0	0.353	6.1	LOS A	2.0	50.7	0.22	0.10	0.22	36.5
4	T1	675	0.0	689	0.0	0.353	6.1	LOS A	2.0	50.7	0.22	0.10	0.22	37.6
14	R2	175	0.0	179	0.0	0.353	6.1	LOS A	2.0	50.7	0.22	0.10	0.22	28.8
Approach		885	0.0	903	0.0	0.353	6.1	LOS A	2.0	50.7	0.22	0.10	0.22	35.5
West: Steels Bridge														
5	L2	115	0.0	117	0.0	0.233	7.8	LOS A	0.9	22.3	0.60	0.60	0.60	27.8
2	T1	1	3.0	1	3.0	0.233	8.0	LOS A	0.9	22.3	0.60	0.60	0.60	27.0
12	R2	45	0.0	46	0.0	0.233	7.8	LOS A	0.9	22.3	0.60	0.60	0.60	27.0
Approach		161	0.0	164	0.0	0.233	7.8	LOS A	0.9	22.3	0.60	0.60	0.60	27.6
All Vehicles		1807	0.4	1844	0.4	0.353	6.3	LOS A	2.0	50.7	0.32	0.20	0.32	35.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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RIDGE ROAD

4: Bells Ferry Road & Ridge Road Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.1	2.2	0.7	1.5
Total Del/Veh (s)	13.2	10.7	6.1	9.7

Total Network Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	12.8

4: Bells Ferry Road & Ridge Road Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.9	2.1	0.4	1.3
Total Del/Veh (s)	15.9	10.1	9.2	10.7

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	13.5

4: Bells Ferry Road & Ridge Road Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.4	1.9	0.3	1.0
Total Del/Veh (s)	20.8	23.3	19.3	21.5

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	24.1

4: Bells Ferry Road & Ridge Road Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.1	2.2	0.7	1.5
Total Del/Veh (s)	14.9	9.1	7.2	9.6

Total Network Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	12.8

4: Bells Ferry Road & Ridge Road Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.1	1.8	0.3	1.2
Total Del/Veh (s)	13.3	8.0	9.2	9.4

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	13.0

4: Bells Ferry Road & Ridge Road Performance by approach























Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.4	2.1	0.3	1.1
Total Del/Veh (s)	19.0	12.0	15.9	15.1

Total Network Performance























Denied Del/Veh (s)	1.1
Total Del/Veh (s)	18.0

SIXES ROAD/
BRIDGEMILL PKWY























5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Future Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	86	241	0	40	86	0	23	270	0	408	241	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	185	391		273	1004		422	426		591	757	
Arrive On Green	0.16	0.16	0.00	0.05	0.29	0.00	0.03	0.23	0.00	0.21	0.40	0.00
Sat Flow, veh/h	666	2594	0	1767	3441	1522	1753	1856	1610	1795	1870	1485
Grp Volume(v), veh/h	179	148	0	40	86	0	23	270	0	408	241	0
Grp Sat Flow(s),veh/h/ln	1572	1604	0	1767	1721	1522	1753	1856	1610	1795	1870	1485
Q Serve(g_s), s	6.0	5.6	0.0	1.2	1.2	0.0	0.6	8.6	0.0	10.3	5.8	0.0
Cycle Q Clear(g_c), s	7.0	5.6	0.0	1.2	1.2	0.0	0.6	8.6	0.0	10.3	5.8	0.0
Prop In Lane	0.48		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	250		273	1004		422	426		591	757	
V/C Ratio(X)	0.55	0.59		0.15	0.09		0.05	0.63		0.69	0.32	
Avail Cap(c_a), veh/h	845	790		573	2748		555	965		934	1517	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.2	25.7	0.0	20.1	16.8	0.0	18.1	22.7	0.0	13.4	13.3	0.0
Incr Delay (d2), s/veh	1.4	2.2	0.0	0.2	0.0	0.0	0.1	1.6	0.0	1.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	4.0	0.0	0.8	0.8	0.0	0.4	6.3	0.0	6.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	27.9	0.0	20.3	16.8	0.0	18.1	24.3	0.0	14.8	13.5	0.0
LnGrp LOS	C	C		C	B		B	C		B	B	
Approach Vol, veh/h		327	A		126	A		293	A		649	A
Approach Delay, s/veh		27.7			18.0			23.8			14.4	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	32.4	8.9	16.0	19.5	21.0		24.9				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	7.0	* 53	* 14	* 32	26.0	* 34		* 52				
Max Q Clear Time (g_c+I1), s	2.6	7.8	3.2	9.0	12.3	10.6		3.2				
Green Ext Time (p_c), s	0.0	4.5	0.0	1.2	1.2	4.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				19.8								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Future Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	81	134	0	108	194	0	32	269	0	258	210	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	206	275		364	1096		490	466		500	643	
Arrive On Green	0.13	0.13	0.00	0.08	0.31	0.00	0.04	0.25	0.00	0.14	0.35	0.00
Sat Flow, veh/h	830	2267	0	1781	3554	1598	1767	1841	1572	1753	1841	1560
Grp Volume(v), veh/h	123	92	0	108	194	0	32	269	0	258	210	0
Grp Sat Flow(s),veh/h/ln	1395	1617	0	1781	1777	1598	1767	1841	1572	1753	1841	1560
Q Serve(g_s), s	4.4	3.1	0.0	2.9	2.4	0.0	0.8	7.6	0.0	5.9	5.0	0.0
Cycle Q Clear(g_c), s	4.9	3.1	0.0	2.9	2.4	0.0	0.8	7.6	0.0	5.9	5.0	0.0
Prop In Lane	0.66		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	204		364	1096		490	466		500	643	
V/C Ratio(X)	0.45	0.45		0.30	0.18		0.07	0.58		0.52	0.33	
Avail Cap(c_a), veh/h	500	470		521	1993		625	1151		614	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	24.0	0.0	18.2	15.0	0.0	15.0	19.3	0.0	12.6	14.1	0.0
Incr Delay (d2), s/veh	1.1	1.5	0.0	0.4	0.1	0.0	0.1	1.1	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	2.2	0.0	2.0	1.5	0.0	0.5	5.2	0.0	3.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	25.5	0.0	18.7	15.0	0.0	15.0	20.4	0.0	13.5	14.4	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		215	A		302	A		301	A		468	A
Approach Delay, s/veh		25.7			16.3			19.9			13.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	26.7	10.8	13.3	14.1	21.0		24.1				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	7.0	* 42	* 10	* 17	12.0	* 37		* 33				
Max Q Clear Time (g_c+I1), s	2.8	7.0	4.9	6.9	7.9	9.6		4.4				
Green Ext Time (p_c), s	0.0	3.6	0.1	0.5	0.3	4.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				17.8								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Future Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	88	149	0	88	242	0	41	314	0	211	273	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	212	301		358	1128		462	508		465	644	
Arrive On Green	0.14	0.14	0.00	0.08	0.31	0.00	0.05	0.27	0.00	0.12	0.34	0.00
Sat Flow, veh/h	811	2268	0	1795	3610	1610	1781	1885	1547	1781	1900	1572
Grp Volume(v), veh/h	133	104	0	88	242	0	41	314	0	211	273	0
Grp Sat Flow(s),veh/h/ln	1363	1630	0	1795	1805	1610	1781	1885	1547	1781	1900	1572
Q Serve(g_s), s	4.9	3.5	0.0	2.3	2.9	0.0	1.0	8.7	0.0	4.9	6.6	0.0
Cycle Q Clear(g_c), s	5.5	3.5	0.0	2.3	2.9	0.0	1.0	8.7	0.0	4.9	6.6	0.0
Prop In Lane	0.66		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	224		358	1128		462	508		465	644	
V/C Ratio(X)	0.46	0.46		0.25	0.21		0.09	0.62		0.45	0.42	
Avail Cap(c_a), veh/h	577	580		799	2800		583	1235		761	1563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	23.6	0.0	18.0	15.1	0.0	14.2	19.1	0.0	13.3	15.2	0.0
Incr Delay (d2), s/veh	1.2	1.5	0.0	0.4	0.1	0.0	0.1	1.2	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	2.5	0.0	1.6	2.0	0.0	0.6	6.1	0.0	3.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	25.1	0.0	18.3	15.2	0.0	14.3	20.3	0.0	14.0	15.6	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		237	A		330	A		355	A		484	A
Approach Delay, s/veh		25.4			16.0			19.6			14.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	26.2	10.4	14.0	13.1	22.0		24.4				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	7.0	* 49	* 19	* 21	17.0	* 39		* 46				
Max Q Clear Time (g_c+I1), s	3.0	8.6	4.3	7.5	6.9	10.7		4.9				
Green Ext Time (p_c), s	0.0	5.1	0.2	0.7	0.5	5.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				18.1								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

With Alt
11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Future Volume (veh/h)	75	210	85	35	75	145	20	235	40	355	210	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1856	1811	1796	1841	1856	1900	1885	1870	1752
Adj Flow Rate, veh/h	86	241	0	40	86	0	23	270	0	408	241	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	0	3	6	7	4	3	0	1	2	10
Cap, veh/h	361	398		258	412		449	456		619	786	
Arrive On Green	0.06	0.11	0.00	0.05	0.12	0.00	0.03	0.25	0.00	0.21	0.42	0.00
Sat Flow, veh/h	1810	3618	0	1767	3441	1522	1753	1856	1610	1795	1870	1485
Grp Volume(v), veh/h	86	241	0	40	86	0	23	270	0	408	241	0
Grp Sat Flow(s),veh/h/ln	1810	1763	0	1767	1721	1522	1753	1856	1610	1795	1870	1485
Q Serve(g_s), s	2.5	4.0	0.0	1.2	1.4	0.0	0.6	7.8	0.0	9.2	5.2	0.0
Cycle Q Clear(g_c), s	2.5	4.0	0.0	1.2	1.4	0.0	0.6	7.8	0.0	9.2	5.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	398		258	412		449	456		619	786	
V/C Ratio(X)	0.24	0.61		0.16	0.21		0.05	0.59		0.66	0.31	
Avail Cap(c_a), veh/h	425	1514		352	1563		566	1095		1074	1778	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	25.8	0.0	22.1	24.2	0.0	16.1	20.3	0.0	11.7	11.8	0.0
Incr Delay (d2), s/veh	0.3	1.5	0.0	0.3	0.2	0.0	0.0	1.2	0.0	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	3.0	0.0	0.9	1.0	0.0	0.4	5.5	0.0	5.3	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	27.3	0.0	22.4	24.5	0.0	16.2	21.5	0.0	12.9	12.0	0.0
LnGrp LOS	C	C		C	C		B	C		B	B	
Approach Vol, veh/h		327	A		126	A		293	A		649	A
Approach Delay, s/veh		25.9			23.8			21.1			12.6	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	31.6	8.8	12.7	18.6	21.0	8.3	13.1				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6	4.5	* 5.8				
Max Green Setting (Gmax), s	6.0	* 58	* 6.2	* 26	28.0	* 36	6.0	* 28				
Max Q Clear Time (g_c+I1), s	2.6	7.2	3.2	6.0	11.2	9.8	4.5	3.4				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.9	1.3	4.3	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

With Alt
11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Future Volume (veh/h)	75	125	50	100	180	190	30	250	65	240	195	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1841	1870	1870	1885	1856	1841	1856	1841	1841	1841
Adj Flow Rate, veh/h	81	134	0	108	194	0	32	269	0	258	210	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	4	2	2	1	3	4	3	4	4	4
Cap, veh/h	254	410		375	1062		494	471		512	655	
Arrive On Green	0.12	0.12	0.00	0.08	0.30	0.00	0.04	0.26	0.00	0.14	0.36	0.00
Sat Flow, veh/h	1142	3647	0	1781	3554	1598	1767	1841	1572	1753	1841	1560
Grp Volume(v), veh/h	81	134	0	108	194	0	32	269	0	258	210	0
Grp Sat Flow(s),veh/h/ln	1142	1777	0	1781	1777	1598	1767	1841	1572	1753	1841	1560
Q Serve(g_s), s	4.0	2.0	0.0	2.9	2.4	0.0	0.8	7.5	0.0	5.8	4.9	0.0
Cycle Q Clear(g_c), s	4.0	2.0	0.0	2.9	2.4	0.0	0.8	7.5	0.0	5.8	4.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	410		375	1062		494	471		512	655	
V/C Ratio(X)	0.32	0.33		0.29	0.18		0.06	0.57		0.50	0.32	
Avail Cap(c_a), veh/h	672	1709		503	2618		601	1224		861	1664	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	23.8	0.0	18.5	15.2	0.0	14.7	19.0	0.0	12.2	13.7	0.0
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.4	0.1	0.0	0.1	1.1	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	1.5	0.0	2.0	1.6	0.0	0.5	5.1	0.0	3.3	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	24.3	0.0	18.9	15.3	0.0	14.8	20.1	0.0	12.9	14.0	0.0
LnGrp LOS	C	C		B	B		B	C		B	B	
Approach Vol, veh/h		215	A		302	A		301	A		468	A
Approach Delay, s/veh		24.7			16.6			19.5			13.4	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	26.9	10.8	12.6	14.3	21.0		23.3				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	6.0	* 53	* 9.2	* 28	20.0	* 39		* 43				
Max Q Clear Time (g_c+I1), s	2.8	6.9	4.9	6.0	7.8	9.5		4.4				
Green Ext Time (p_c), s	0.0	3.9	0.1	0.8	0.7	4.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 5: Bells Ferry Road & Bridge Mill Parkway/Sixes Road

With Alt
 11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Future Volume (veh/h)	85	145	30	85	235	285	40	305	40	205	265	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1885	1900	1900	1870	1885	1826	1870	1900	1856
Adj Flow Rate, veh/h	88	149	0	88	242	0	41	314	0	211	273	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	1	0	1	0	0	2	1	5	2	0	3
Cap, veh/h	261	453		373	1095		469	515		473	652	
Arrive On Green	0.13	0.13	0.00	0.08	0.30	0.00	0.05	0.27	0.00	0.12	0.34	0.00
Sat Flow, veh/h	1093	3676	0	1795	3610	1610	1781	1885	1547	1781	1900	1572
Grp Volume(v), veh/h	88	149	0	88	242	0	41	314	0	211	273	0
Grp Sat Flow(s),veh/h/ln	1093	1791	0	1795	1805	1610	1781	1885	1547	1781	1900	1572
Q Serve(g_s), s	4.5	2.2	0.0	2.3	2.9	0.0	0.9	8.5	0.0	4.8	6.5	0.0
Cycle Q Clear(g_c), s	4.5	2.2	0.0	2.3	2.9	0.0	0.9	8.5	0.0	4.8	6.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	453		373	1095		469	515		473	652	
V/C Ratio(X)	0.34	0.33		0.24	0.22		0.09	0.61		0.45	0.42	
Avail Cap(c_a), veh/h	667	1784		484	2660		563	1318		806	1718	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.3	23.3	0.0	18.0	15.3	0.0	13.8	18.6	0.0	13.0	14.8	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.3	0.1	0.0	0.1	1.2	0.0	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	1.7	0.0	1.6	2.0	0.0	0.6	5.9	0.0	2.9	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	23.8	0.0	18.4	15.4	0.0	13.9	19.7	0.0	13.6	15.2	0.0
LnGrp LOS	C	C		B	B		B	B		B	B	
Approach Vol, veh/h		237	A		330	A		355	A		484	A
Approach Delay, s/veh		24.3			16.2			19.1			14.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	26.1	10.4	13.2	13.0	22.0		23.6				
Change Period (Y+Rc), s	6.0	* 6	* 5.8	* 5.8	6.0	* 6		* 5.8				
Max Green Setting (Gmax), s	6.0	* 53	* 8.2	* 29	18.0	* 41		* 43				
Max Q Clear Time (g_c+I1), s	2.9	8.5	4.3	6.5	6.8	10.5		4.9				
Green Ext Time (p_c), s	0.0	5.2	0.1	0.9	0.5	5.5		1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HOLLY STREET

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	115	400	55	100	555
Future Vol, veh/h	30	115	400	55	100	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	34	131	455	63	114	631

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1346	487	0	0	518
Stage 1	487	-	-	-	-
Stage 2	859	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.15
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.245
Pot Cap-1 Maneuver	169	569	-	-	1033
Stage 1	622	-	-	-	-
Stage 2	418	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	150	569	-	-	1033
Mov Cap-2 Maneuver	150	-	-	-	-
Stage 1	622	-	-	-	-
Stage 2	372	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	1033
HCM Lane V/C Ratio	-	-	0.456	0.11
HCM Control Delay (s)	-	-	23.1	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.3	0.4

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	90	455	60	95	445
Future Vol, veh/h	40	90	455	60	95	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	44	100	506	67	106	494

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1246	540	0	0	573
Stage 1	540	-	-	-	-
Stage 2	706	-	-	-	-
Critical Hdwy	6.42	6.3	-	-	4.17
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.39	-	-	2.263
Pot Cap-1 Maneuver	192	527	-	-	976
Stage 1	584	-	-	-	-
Stage 2	489	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	171	527	-	-	976
Mov Cap-2 Maneuver	171	-	-	-	-
Stage 1	584	-	-	-	-
Stage 2	436	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	976
HCM Lane V/C Ratio	-	-	0.45	0.108
HCM Control Delay (s)	-	-	25.1	9.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.2	0.4

6: Bells Ferry Road & Holly Street

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	115	620	55	95	510
Future Vol, veh/h	30	115	620	55	95	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	31	117	633	56	97	520

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1375	661	0	0	689
Stage 1	661	-	-	-	-
Stage 2	714	-	-	-	-
Critical Hdwy	6.46	6.28	-	-	4.15
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.372	-	-	2.245
Pot Cap-1 Maneuver	157	452	-	-	891
Stage 1	506	-	-	-	-
Stage 2	478	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	140	452	-	-	891
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	506	-	-	-	-
Stage 2	426	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	1.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	891
HCM Lane V/C Ratio	-	-	0.479	0.109
HCM Control Delay (s)	-	-	26.9	9.5
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.5	0.4

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↗	↖	↑
Traffic Vol, veh/h	30	115	400	55	100	555
Future Vol, veh/h	30	115	400	55	100	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	175	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	4	5	2
Mvmt Flow	34	131	455	63	114	631

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1314	455	0	0	518
Stage 1	455	-	-	-	-
Stage 2	859	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.15
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.245
Pot Cap-1 Maneuver	176	593	-	-	1033
Stage 1	643	-	-	-	-
Stage 2	418	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	157	593	-	-	1033
Mov Cap-2 Maneuver	157	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	372	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	593	1033
HCM Lane V/C Ratio	-	-	0.217	0.22	0.11
HCM Control Delay (s)	-	-	34.2	12.8	8.9
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0.8	0.4

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕	↖	↗	↕
Traffic Vol, veh/h	40	90	455	60	95	445
Future Vol, veh/h	40	90	455	60	95	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	175	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	4	6	7	5
Mvmt Flow	44	100	506	67	106	494

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1212	506	0	0	573	0
Stage 1	506	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	201	551	-	-	976	-
Stage 1	606	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	179	551	-	-	976	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	551	976	-
HCM Lane V/C Ratio	-	-	0.248	0.181	0.108	-
HCM Control Delay (s)	-	-	31.6	13	9.1	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.7	0.4	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	30	115	620	55	95	510
Future Vol, veh/h	30	115	620	55	95	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	175	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	6	8	1	2	5	1
Mvmt Flow	31	117	633	56	97	520

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1347	633	0	0	689	0
Stage 1	633	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.46	6.28	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	-	-	2.245	-
Pot Cap-1 Maneuver	163	469	-	-	891	-
Stage 1	522	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	145	469	-	-	891	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	145	469	891	-
HCM Lane V/C Ratio	-	-	0.211	0.25	0.109	-
HCM Control Delay (s)	-	-	36.4	15.2	9.5	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	0.8	1	0.4	-

BRIDGE MILL AVE

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Future Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	86	80	167	142	49	117	49	463	0	80	500	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	141	116	191	306	132	316	345	704		400	744	483
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.39	0.00	0.07	0.40	0.40
Sat Flow, veh/h	279	435	718	1151	498	1188	1654	1811	1585	1810	1841	1196
Grp Volume(v), veh/h	333	0	0	142	0	166	49	463	0	80	500	12
Grp Sat Flow(s),veh/h/ln	1432	0	0	1151	0	1686	1654	1811	1585	1810	1841	1196
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	5.4	1.2	14.2	0.0	1.7	15.0	0.4
Cycle Q Clear(g_c), s	15.3	0.0	0.0	13.1	0.0	5.4	1.2	14.2	0.0	1.7	15.0	0.4
Prop In Lane	0.26		0.50	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	306	0	448	345	704		400	744	483
V/C Ratio(X)	0.74	0.00	0.00	0.46	0.00	0.37	0.14	0.66		0.20	0.67	0.02
Avail Cap(c_a), veh/h	551	0	0	306	0	448	614	1452		452	1476	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	23.0	0.0	20.2	12.4	17.0	0.0	12.0	16.5	12.1
Incr Delay (d2), s/veh	4.3	0.0	0.0	1.1	0.0	0.5	0.2	1.1	0.0	0.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.0	0.0	3.8	0.0	3.8	0.7	8.9	0.0	1.0	9.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	0.0	24.1	0.0	20.7	12.6	18.0	0.0	12.3	17.5	12.1
LnGrp LOS	C	A	A	C	A	C	B	B		B	B	B
Approach Vol, veh/h		333			308			512	A		592	
Approach Delay, s/veh		28.3			22.3			17.5			16.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	32.1		25.5	9.0	33.1		25.5				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	3.7	16.2		17.3	3.2	17.0		15.1				
Green Ext Time (p_c), s	0.0	9.6		0.7	0.1	10.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Future Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	35	18	112	82	29	65	135	465	0	24	441	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	96	39	147	269	74	166	554	551		316	890	760
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.08	0.55	0.00	0.03	0.50	0.50
Sat Flow, veh/h	213	277	1037	1280	521	1168	1767	1011	1585	1810	1796	1535
Grp Volume(v), veh/h	165	0	0	82	0	94	135	465	0	24	441	41
Grp Sat Flow(s),veh/h/ln	1528	0	0	1280	0	1690	1767	1011	1585	1810	1796	1535
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	3.4	2.3	25.8	0.0	0.4	11.0	0.9
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.7	0.0	3.4	2.3	25.8	0.0	0.4	11.0	0.9
Prop In Lane	0.21		0.68	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	0	0	269	0	240	554	551		316	890	760
V/C Ratio(X)	0.59	0.00	0.00	0.30	0.00	0.39	0.24	0.84		0.08	0.50	0.05
Avail Cap(c_a), veh/h	588	0	0	424	0	443	795	821		436	1460	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	26.6	0.0	26.0	7.5	12.8	0.0	11.4	11.3	8.7
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.6	0.0	1.0	0.2	5.2	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	2.2	0.0	2.5	1.2	8.7	0.0	0.2	6.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	0.0	0.0	27.2	0.0	27.1	7.7	18.0	0.0	11.5	11.7	8.8
LnGrp LOS	C	A	A	C	A	C	A	B		B	B	A
Approach Vol, veh/h		165			176			600	A		506	
Approach Delay, s/veh		29.4			27.1			15.7			11.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	42.2		17.0	10.9	38.8		17.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.4	27.8		9.0	4.3	13.0		6.7				
Green Ext Time (p_c), s	0.0	8.6		0.5	0.3	8.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

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

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

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

7: Bells Ferry Road & Bridge Mill Ave/Liberty Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Future Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	36	16	99	52	21	31	161	568	0	21	479	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	118	37	138	319	91	134	509	917		419	792	672
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.10	0.49	0.00	0.03	0.42	0.42
Sat Flow, veh/h	271	282	1053	1298	693	1023	1795	1856	1610	1810	1870	1585
Grp Volume(v), veh/h	151	0	0	52	0	52	161	568	0	21	479	68
Grp Sat Flow(s),veh/h/ln	1607	0	0	1298	0	1716	1795	1856	1610	1810	1870	1585
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	1.5	2.5	12.1	0.0	0.3	10.8	1.4
Cycle Q Clear(g_c), s	4.8	0.0	0.0	1.7	0.0	1.5	2.5	12.1	0.0	0.3	10.8	1.4
Prop In Lane	0.24		0.66	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	0	319	0	225	509	917		419	792	672
V/C Ratio(X)	0.52	0.00	0.00	0.16	0.00	0.23	0.32	0.62		0.05	0.60	0.10
Avail Cap(c_a), veh/h	738	0	0	567	0	553	810	1851		585	1866	1582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	21.2	0.0	21.1	7.9	10.0	0.0	8.8	12.1	9.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	0.0	0.5	0.4	0.7	0.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.0	1.0	0.0	1.1	1.2	6.3	0.0	0.2	6.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	0.0	21.5	0.0	21.6	8.3	10.7	0.0	8.9	12.9	9.5
LnGrp LOS	C	A	A	C	A	C	A	B		A	B	A
Approach Vol, veh/h		151			104			729	A		568	
Approach Delay, s/veh		24.0			21.6			10.2			12.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	32.7		14.6	10.9	28.8		14.6				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	2.3	14.1		6.8	4.5	12.8		3.7				
Green Ext Time (p_c), s	0.0	12.7		0.5	0.3	9.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay 13.1

HCM 6th LOS B

Notes

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

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

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

HCM 6th Signalized Intersection Summary
 7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

W Alt
 11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Future Volume (veh/h)	70	65	135	115	40	95	40	375	100	65	405	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1885	1900	1900	1900	1737	1811	1870	1900	1841	1411
Adj Flow Rate, veh/h	86	80	167	142	49	117	49	463	0	80	500	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	0	1	0	0	0	11	6	2	0	4	33
Cap, veh/h	321	143	299	263	130	311	348	706		403	747	485
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.39	0.00	0.07	0.41	0.41
Sat Flow, veh/h	1181	549	1145	1151	498	1188	1654	1811	1585	1810	1841	1196
Grp Volume(v), veh/h	86	0	247	142	0	166	49	463	0	80	500	12
Grp Sat Flow(s),veh/h/ln	1181	0	1694	1151	0	1686	1654	1811	1585	1810	1841	1196
Q Serve(g_s), s	4.3	0.0	8.4	8.1	0.0	5.4	1.1	14.0	0.0	1.7	14.8	0.4
Cycle Q Clear(g_c), s	9.7	0.0	8.4	16.6	0.0	5.4	1.1	14.0	0.0	1.7	14.8	0.4
Prop In Lane	1.00		0.68	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	0	443	263	0	441	348	706		403	747	485
V/C Ratio(X)	0.27	0.00	0.56	0.54	0.00	0.38	0.14	0.66		0.20	0.67	0.02
Avail Cap(c_a), veh/h	409	0	569	263	0	441	620	1466		456	1490	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	21.4	28.5	0.0	20.3	12.2	16.7	0.0	11.8	16.2	11.9
Incr Delay (d2), s/veh	0.4	0.0	1.1	2.2	0.0	0.5	0.2	1.0	0.0	0.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	6.0	4.2	0.0	3.8	0.6	8.7	0.0	1.0	9.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	22.5	30.7	0.0	20.8	12.4	17.8	0.0	12.1	17.3	12.0
LnGrp LOS	C	A	C	C	A	C	B	B		B	B	B
Approach Vol, veh/h		333			308			512	A		592	
Approach Delay, s/veh		23.0			25.4			17.3			16.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	31.9		25.0	9.0	33.0		25.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6.6	* 54		22.5	* 15	* 54		17.5				
Max Q Clear Time (g_c+I1), s	3.7	16.0		11.7	3.1	16.8		18.6				
Green Ext Time (p_c), s	0.0	9.6		1.0	0.1	10.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

W Alt
 11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Future Volume (veh/h)	30	15	95	70	25	55	115	395	35	20	375	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1885	1900	1900	1900	1856	1011	1870	1900	1796	1811
Adj Flow Rate, veh/h	35	18	112	82	29	65	135	465	0	24	441	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	0	1	0	0	0	3	60	2	0	7	6
Cap, veh/h	266	39	243	236	89	201	519	523		266	840	717
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.08	0.52	0.00	0.03	0.47	0.47
Sat Flow, veh/h	1292	228	1417	1280	521	1168	1767	1011	1585	1810	1796	1535
Grp Volume(v), veh/h	35	0	130	82	0	94	135	465	0	24	441	41
Grp Sat Flow(s),veh/h/ln	1292	0	1645	1280	0	1690	1767	1011	1585	1810	1796	1535
Q Serve(g_s), s	1.6	0.0	4.8	4.1	0.0	3.3	2.5	27.6	0.0	0.5	11.6	1.0
Cycle Q Clear(g_c), s	4.9	0.0	4.8	8.9	0.0	3.3	2.5	27.6	0.0	0.5	11.6	1.0
Prop In Lane	1.00		0.86	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	0	282	236	0	290	519	523		266	840	717
V/C Ratio(X)	0.13	0.00	0.46	0.35	0.00	0.32	0.26	0.89		0.09	0.53	0.06
Avail Cap(c_a), veh/h	699	0	834	665	0	856	606	622		369	1031	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	25.0	29.0	0.0	24.4	8.6	14.5	0.0	13.0	12.6	9.8
Incr Delay (d2), s/veh	0.2	0.0	1.2	0.9	0.0	0.6	0.3	13.2	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	3.4	2.3	0.0	2.4	1.3	10.8	0.0	0.3	6.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	26.2	29.9	0.0	25.0	8.8	27.7	0.0	13.1	13.1	9.8
LnGrp LOS	C	A	C	C	A	C	A	C		B	B	A
Approach Vol, veh/h		165			176			600	A		506	
Approach Delay, s/veh		26.3			27.3			23.4			12.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	40.5		19.0	10.9	37.2		19.0				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6	* 41		34.0	* 8.8	* 39		34.0				
Max Q Clear Time (g_c+I1), s	2.5	29.6		6.9	4.5	13.6		10.9				
Green Ext Time (p_c), s	0.0	5.1		0.6	0.1	7.2		0.6				

Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 7: Bells Ferry Road & Bridge Mill Ave/Liberty Road

W Alt
 11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Future Volume (veh/h)	35	15	95	50	20	30	155	545	35	20	460	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1885	1900	1900	1900	1885	1856	1900	1900	1870	1870
Adj Flow Rate, veh/h	36	16	99	52	21	31	161	568	0	21	479	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	1	0	0	0	1	3	0	0	2	2
Cap, veh/h	298	33	205	247	100	148	477	847		382	712	603
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.11	0.46	0.00	0.03	0.38	0.38
Sat Flow, veh/h	1320	229	1416	1298	693	1023	1795	1856	1610	1810	1870	1585
Grp Volume(v), veh/h	36	0	115	52	0	52	161	568	0	21	479	68
Grp Sat Flow(s),veh/h/ln	1320	0	1645	1298	0	1716	1795	1856	1610	1810	1870	1585
Q Serve(g_s), s	1.3	0.0	3.3	1.9	0.0	1.4	2.5	12.2	0.0	0.4	10.8	1.4
Cycle Q Clear(g_c), s	2.6	0.0	3.3	5.2	0.0	1.4	2.5	12.2	0.0	0.4	10.8	1.4
Prop In Lane	1.00		0.86	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	0	238	247	0	249	477	847		382	712	603
V/C Ratio(X)	0.12	0.00	0.48	0.21	0.00	0.21	0.34	0.67		0.05	0.67	0.11
Avail Cap(c_a), veh/h	992	0	1103	928	0	1150	513	1145		541	1139	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	19.9	22.3	0.0	19.1	8.6	10.8	0.0	9.6	13.1	10.2
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.4	0.0	0.4	0.4	0.9	0.0	0.1	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	2.3	1.1	0.0	1.0	1.2	6.4	0.0	0.2	6.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	21.5	22.8	0.0	19.5	9.0	11.7	0.0	9.7	14.2	10.3
LnGrp LOS	C	A	C	C	A	B	A	B		A	B	B
Approach Vol, veh/h		151			104			729	A		568	
Approach Delay, s/veh		21.2			21.1			11.1			13.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	28.9		14.8	10.8	25.1		14.8				
Change Period (Y+Rc), s	* 5.4	* 5.8		7.5	* 5.4	* 5.8		7.5				
Max Green Setting (Gmax), s	* 6	* 31		34.0	* 6.4	* 31		34.0				
Max Q Clear Time (g_c+I1), s	2.4	14.2		5.3	4.5	12.8		7.2				
Green Ext Time (p_c), s	0.0	8.1		0.5	0.1	6.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

GOLD MILL RIDGE

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	10.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	Y
Traffic Vol, veh/h	175	110	50	610	475	30
Future Vol, veh/h	175	110	50	610	475	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	13	6	5	15
Mvmt Flow	188	118	54	656	511	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	947	256	511	0	0	
Stage 1	511	-	-	-	-	
Stage 2	436	-	-	-	-	
Critical Hdwy	6.86	6.98	4.36	-	-	
Critical Hdwy Stg 1	5.86	-	-	-	-	
Critical Hdwy Stg 2	5.86	-	-	-	-	
Follow-up Hdwy	3.53	3.34	2.33	-	-	
Pot Cap-1 Maneuver	258	737	977	-	-	
Stage 1	564	-	-	-	-	
Stage 2	616	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	244	737	977	-	-	
Mov Cap-2 Maneuver	244	-	-	-	-	
Stage 1	533	-	-	-	-	
Stage 2	616	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s	50.6	0.7		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	977	-	363	-	-	
HCM Lane V/C Ratio	0.055	-	0.844	-	-	
HCM Control Delay (s)	8.9	-	50.6	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.2	-	7.8	-	-	

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	Y
Traffic Vol, veh/h	85	65	80	500	465	80
Future Vol, veh/h	85	65	80	500	465	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	5	8	6	5	3
Mvmt Flow	89	68	83	521	484	83

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	911	242	484	0	0
Stage 1	484	-	-	-	-
Stage 2	427	-	-	-	-
Critical Hdwy	7.06	7	4.26	-	-
Critical Hdwy Stg 1	6.06	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-
Follow-up Hdwy	3.63	3.35	2.28	-	-
Pot Cap-1 Maneuver	254	750	1034	-	-
Stage 1	555	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	234	750	1034	-	-
Mov Cap-2 Maneuver	234	-	-	-	-
Stage 1	511	-	-	-	-
Stage 2	595	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1034	-	413	-	-
HCM Lane V/C Ratio	0.081	-	0.378	-	-
HCM Control Delay (s)	8.8	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-

8: Bells Ferry Road & Gold Mill Ridge

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	↔
Traffic Vol, veh/h	110	65	90	650	605	100
Future Vol, veh/h	110	65	90	650	605	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	175	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	8	1	1	1	1
Mvmt Flow	113	67	93	670	624	103

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1145	312	624	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.84	7.06	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.38	2.21	-	-	-
Pot Cap-1 Maneuver	193	666	960	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	666	960	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.3	1.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	265	-	-
HCM Lane V/C Ratio	0.097	-	0.681	-	-
HCM Control Delay (s)	9.2	-	43.3	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.3	-	4.5	-	-

MOVEMENT SUMMARY

 Site: 101 [2046 - AM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	50	13.0	54	13.0	0.336	7.0	LOS A	1.6	42.3	0.40	0.28	0.40	28.3
8	T1	610	6.0	656	6.0	0.336	6.8	LOS A	1.6	42.6	0.40	0.28	0.40	31.7
Approach		660	6.5	710	6.5	0.336	6.8	LOS A	1.6	42.6	0.40	0.28	0.40	31.4
North: BFR														
4	T1	475	5.0	511	5.0	0.225	4.9	LOS A	1.0	26.7	0.19	0.08	0.19	32.7
14	R2	30	15.0	32	15.0	0.225	5.2	LOS A	1.0	26.6	0.19	0.08	0.19	27.4
Approach		505	5.6	543	5.6	0.225	5.0	LOS A	1.0	26.7	0.19	0.08	0.19	32.3
West: Gold Mill														
5	L2	175	3.0	188	3.0	0.378	9.0	LOS A	1.7	44.7	0.60	0.63	0.66	26.1
12	R2	110	4.0	118	4.0	0.378	9.0	LOS A	1.7	44.7	0.60	0.63	0.66	25.2
Approach		285	3.4	306	3.4	0.378	9.0	LOS A	1.7	44.7	0.60	0.63	0.66	25.7
All Vehicles		1450	5.6	1559	5.6	0.378	6.6	LOS A	1.7	44.7	0.37	0.28	0.38	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2046 - MD (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	80	8.0	83	8.0	0.261	5.6	LOS A	1.2	31.6	0.26	0.14	0.26	28.5
8	T1	500	6.0	521	6.0	0.261	5.5	LOS A	1.2	31.7	0.26	0.14	0.26	32.1
Approach		580	6.3	604	6.3	0.261	5.5	LOS A	1.2	31.7	0.26	0.14	0.26	31.6
North: BFR														
4	T1	465	5.0	484	5.0	0.240	5.2	LOS A	1.1	28.7	0.24	0.12	0.24	32.6
14	R2	80	3.0	83	3.0	0.240	5.1	LOS A	1.1	28.7	0.24	0.12	0.24	27.3
Approach		545	4.7	568	4.7	0.240	5.2	LOS A	1.1	28.7	0.24	0.12	0.24	31.7
West: Gold Mill														
5	L2	85	13.0	89	13.0	0.199	6.9	LOS A	0.7	19.0	0.51	0.47	0.51	26.8
12	R2	65	5.0	68	5.0	0.199	6.5	LOS A	0.7	19.0	0.51	0.47	0.51	25.9
Approach		150	9.5	156	9.5	0.199	6.7	LOS A	0.7	19.0	0.51	0.47	0.51	26.4
All Vehicles		1275	6.0	1328	6.0	0.261	5.5	LOS A	1.2	31.7	0.28	0.17	0.28	30.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [2046 - PM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: BFR														
3	L2	90	1.0	93	1.0	0.318	6.0	LOS A	1.7	42.1	0.31	0.17	0.31	34.8
8	T1	650	1.0	670	1.0	0.318	6.0	LOS A	1.7	42.1	0.31	0.17	0.31	35.0
Approach		740	1.0	763	1.0	0.318	6.0	LOS A	1.7	42.1	0.31	0.17	0.31	35.0
North: BFR														
4	T1	605	1.0	624	1.0	0.297	5.7	LOS A	1.5	38.6	0.27	0.14	0.27	35.5
14	R2	100	1.0	103	1.0	0.297	5.7	LOS A	1.5	38.6	0.27	0.14	0.27	34.2
Approach		705	1.0	727	1.0	0.297	5.7	LOS A	1.5	38.6	0.27	0.14	0.27	35.3
West: Gold Mill														
5	L2	110	2.0	113	2.0	0.244	7.5	LOS A	0.9	23.7	0.57	0.57	0.57	32.7
12	R2	65	8.0	67	8.0	0.244	7.8	LOS A	0.9	23.7	0.57	0.57	0.57	31.4
Approach		175	4.2	180	4.2	0.244	7.7	LOS A	0.9	23.7	0.57	0.57	0.57	32.2
All Vehicles		1620	1.3	1670	1.3	0.318	6.0	LOS A	1.7	42.1	0.32	0.20	0.32	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
























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BUTTERWORTH ROAD

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Future Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	38	505	253	70	204	5	242	328	0	5	124	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	592	711	593	292	464	11	397	447		196	185	
Arrive On Green	0.18	0.38	0.38	0.06	0.26	0.26	0.15	0.24	0.00	0.01	0.10	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1803	44	1725	1841	1535	1810	1796	0
Grp Volume(v), veh/h	38	505	253	70	0	209	242	328	0	5	124	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	0	1848	1725	1841	1535	1810	1796	0
Q Serve(g_s), s	0.9	17.7	9.3	2.3	0.0	7.4	9.1	12.8	0.0	0.2	5.2	0.0
Cycle Q Clear(g_c), s	0.9	17.7	9.3	2.3	0.0	7.4	9.1	12.8	0.0	0.2	5.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	592	711	593	292	0	476	397	447		196	185	
V/C Ratio(X)	0.06	0.71	0.43	0.24	0.00	0.44	0.61	0.73		0.03	0.67	
Avail Cap(c_a), veh/h	592	1189	992	492	0	1165	670	569		503	555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	20.6	17.9	19.4	0.0	24.2	23.9	27.1	0.0	30.6	33.6	0.0
Incr Delay (d2), s/veh	0.2	1.3	0.5	0.4	0.0	0.6	1.5	3.6	0.0	0.1	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	11.8	5.5	1.6	0.0	5.6	6.4	9.4	0.0	0.1	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	21.9	18.4	19.8	0.0	24.8	25.4	30.7	0.0	30.7	37.7	0.0
LnGrp LOS	B	C	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		796			279			570	A		129	A
Approach Delay, s/veh		20.3			23.5			28.4			37.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	17.7	14.0	10.7	35.3	6.8	24.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.9	9.4	11.1	7.2	4.3	19.7	2.2	14.8				
Green Ext Time (p_c), s	0.0	3.2	0.6	0.3	0.1	6.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

9: Bells Ferry Road & Butterworth Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Future Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	22	283	185	98	304	11	163	239	0	5	196	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	434	695	603	452	467	17	313	409		240	251	
Arrive On Green	0.18	0.38	0.38	0.07	0.26	0.26	0.11	0.23	0.00	0.01	0.13	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1780	64	1725	1796	1485	1810	1885	0
Grp Volume(v), veh/h	22	283	185	98	0	315	163	239	0	5	196	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	0	1844	1725	1796	1485	1810	1885	0
Q Serve(g_s), s	0.7	8.6	6.2	3.0	0.0	11.6	5.8	9.0	0.0	0.2	7.7	0.0
Cycle Q Clear(g_c), s	0.7	8.6	6.2	3.0	0.0	11.6	5.8	9.0	0.0	0.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	434	695	603	452	0	484	313	409		240	251	
V/C Ratio(X)	0.05	0.41	0.31	0.22	0.00	0.65	0.52	0.58		0.02	0.78	
Avail Cap(c_a), veh/h	434	1185	1028	652	0	1187	676	566		554	594	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	17.4	16.7	18.0	0.0	25.0	23.5	26.2	0.0	28.0	31.9	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.2	0.0	1.5	1.3	1.3	0.0	0.0	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	6.2	3.7	2.1	0.0	8.6	4.1	6.6	0.0	0.1	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	17.8	17.0	18.3	0.0	26.4	24.8	27.5	0.0	28.1	37.2	0.0
LnGrp LOS	B	B	B	B	A	C	C	C		C	D	
Approach Vol, veh/h		490			413			402	A		201	A
Approach Delay, s/veh		17.2			24.5			26.4			36.9	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.0	14.0	16.1	11.2	34.8	6.8	23.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	2.7	13.6	7.8	9.7	5.0	10.6	2.2	11.0				
Green Ext Time (p_c), s	0.0	5.1	0.4	0.5	0.2	2.7	0.0	0.6				

Intersection Summary
























HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

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

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

9: Bells Ferry Road & Butterworth Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Future Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	32	337	268	105	537	11	258	279	0	5	226	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	349	813	700	421	655	13	350	513		243	265	
Arrive On Green	0.13	0.43	0.43	0.05	0.36	0.36	0.14	0.27	0.00	0.01	0.14	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1841	38	1781	1885	1598	1810	1900	0
Grp Volume(v), veh/h	32	337	268	105	0	548	258	279	0	5	226	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	0	1878	1781	1885	1598	1810	1900	0
Q Serve(g_s), s	1.1	13.1	11.9	3.8	0.0	27.9	12.4	13.3	0.0	0.2	12.2	0.0
Cycle Q Clear(g_c), s	1.1	13.1	11.9	3.8	0.0	27.9	12.4	13.3	0.0	0.2	12.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	349	813	700	421	0	668	350	513		243	265	
V/C Ratio(X)	0.09	0.41	0.38	0.25	0.00	0.82	0.74	0.54		0.02	0.85	
Avail Cap(c_a), veh/h	349	872	751	563	0	876	503	513		466	434	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	20.5	20.1	19.5	0.0	30.8	31.2	32.7	0.0	38.1	44.1	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.3	0.3	0.0	4.8	3.3	1.2	0.0	0.0	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	9.4	7.6	2.9	0.0	18.9	9.2	10.0	0.0	0.2	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	20.8	20.5	19.8	0.0	35.6	34.5	33.8	0.0	38.1	52.7	0.0
LnGrp LOS	B	C	C	B	A	D	C	C		D	D	
Approach Vol, veh/h		637			653			537	A		231	A
Approach Delay, s/veh		20.5			33.0			34.1			52.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	43.4	21.0	20.7	11.7	51.6	7.1	34.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	49.0	24.0	24.0	14.0	49.0	14.0	24.0				
Max Q Clear Time (g_c+I1), s	3.1	29.9	14.4	14.2	5.8	15.1	2.2	15.3				
Green Ext Time (p_c), s	0.0	7.5	0.6	0.5	0.2	2.9	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

9: Bells Ferry Road & Butterworth Road

W Alt
11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Future Volume (veh/h)	35	470	235	65	190	5	225	305	115	5	115	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1856	1752	1856	1604	1811	1841	1811	1900	1796	1796
Adj Flow Rate, veh/h	38	505	253	70	204	5	242	328	0	5	124	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	1	3	10	3	20	6	4	6	0	7	7
Cap, veh/h	534	655	546	286	601	440	373	413		185	211	
Arrive On Green	0.09	0.35	0.35	0.06	0.32	0.32	0.12	0.22	0.00	0.01	0.12	0.00
Sat Flow, veh/h	1739	1885	1572	1668	1856	1359	1725	1841	1535	1810	1796	1522
Grp Volume(v), veh/h	38	505	253	70	204	5	242	328	0	5	124	0
Grp Sat Flow(s),veh/h/ln	1739	1885	1572	1668	1856	1359	1725	1841	1535	1810	1796	1522
Q Serve(g_s), s	0.9	16.2	8.5	1.8	5.7	0.2	8.0	11.4	0.0	0.2	4.5	0.0
Cycle Q Clear(g_c), s	0.9	16.2	8.5	1.8	5.7	0.2	8.0	11.4	0.0	0.2	4.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534	655	546	286	601	440	373	413		185	211	
V/C Ratio(X)	0.07	0.77	0.46	0.25	0.34	0.01	0.65	0.79		0.03	0.59	
Avail Cap(c_a), veh/h	534	1081	902	325	1064	779	373	893		379	872	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	19.8	17.3	15.0	17.5	15.6	21.9	24.9	0.0	26.0	28.4	0.0
Incr Delay (d2), s/veh	0.3	2.0	0.6	0.4	0.3	0.0	3.9	3.5	0.0	0.1	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	11.0	4.9	1.2	4.1	0.1	6.0	8.4	0.0	0.1	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	21.8	17.9	15.5	17.8	15.6	25.8	28.4	0.0	26.1	31.0	0.0
LnGrp LOS	B	C	B	B	B	B	C	C		C	C	
Approach Vol, veh/h		796			279			570	A		129	A
Approach Delay, s/veh		20.1			17.2			27.3			30.8	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	28.0	14.0	14.0	10.4	29.6	6.7	21.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	39.0	8.0	33.0	6.0	39.0	8.0	33.0				
Max Q Clear Time (g_c+I1), s	2.9	7.7	10.0	6.5	3.8	18.2	2.2	13.4				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.3	0.0	5.4	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

9: Bells Ferry Road & Butterworth Road

W Alt
11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Future Volume (veh/h)	20	260	170	90	280	10	150	220	115	5	180	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1426	1841	1885	1826	1856	1411	1811	1796	1752	1900	1885	1767
Adj Flow Rate, veh/h	22	283	185	98	304	11	163	239	0	5	196	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	32	4	1	5	3	33	6	7	10	0	1	9
Cap, veh/h	372	594	515	415	546	352	343	431		268	260	
Arrive On Green	0.10	0.32	0.32	0.07	0.29	0.29	0.11	0.24	0.00	0.01	0.14	0.00
Sat Flow, veh/h	1358	1841	1598	1739	1856	1196	1725	1796	1485	1810	1885	1497
Grp Volume(v), veh/h	22	283	185	98	304	11	163	239	0	5	196	0
Grp Sat Flow(s),veh/h/ln	1358	1841	1598	1739	1856	1196	1725	1796	1485	1810	1885	1497
Q Serve(g_s), s	0.7	8.4	6.0	2.6	9.4	0.4	5.1	7.9	0.0	0.2	6.8	0.0
Cycle Q Clear(g_c), s	0.7	8.4	6.0	2.6	9.4	0.4	5.1	7.9	0.0	0.2	6.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	594	515	415	546	352	343	431		268	260	
V/C Ratio(X)	0.06	0.48	0.36	0.24	0.56	0.03	0.48	0.56		0.02	0.75	
Avail Cap(c_a), veh/h	372	1109	963	490	1146	738	428	1030		461	998	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	18.4	17.7	14.7	20.3	17.1	20.2	22.7	0.0	24.7	28.2	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.4	0.3	0.9	0.0	1.0	1.1	0.0	0.0	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	6.0	3.6	1.7	6.9	0.2	3.4	5.6	0.0	0.1	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	19.0	18.1	15.0	21.2	17.1	21.2	23.8	0.0	24.8	32.6	0.0
LnGrp LOS	B	B	B	B	C	B	C	C		C	C	
Approach Vol, veh/h		490			413			402	A		201	A
Approach Delay, s/veh		18.4			19.6			22.7			32.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	26.0	13.6	15.4	11.1	27.9	6.7	22.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	42.0	11.0	36.0	8.0	41.0	8.0	39.0				
Max Q Clear Time (g_c+I1), s	2.7	11.4	7.1	8.8	4.6	10.4	2.2	9.9				
Green Ext Time (p_c), s	0.0	4.7	0.2	0.6	0.1	2.6	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

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

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

HCM 6th Signalized Intersection Summary

9: Bells Ferry Road & Butterworth Road

W Alt
11/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Future Volume (veh/h)	30	320	255	100	510	10	245	265	115	5	215	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1663	1870	1900	1885	1885	1900	1870	1885	1885	1900	1900	1841
Adj Flow Rate, veh/h	32	337	268	105	537	11	258	279	0	5	226	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	16	2	0	1	1	0	2	1	1	0	0	4
Cap, veh/h	279	692	596	389	687	587	370	521		266	278	
Arrive On Green	0.07	0.37	0.37	0.06	0.36	0.36	0.14	0.28	0.00	0.01	0.15	0.00
Sat Flow, veh/h	1584	1870	1610	1795	1885	1610	1781	1885	1598	1810	1900	1560
Grp Volume(v), veh/h	32	337	268	105	537	11	258	279	0	5	226	0
Grp Sat Flow(s),veh/h/ln	1584	1870	1610	1795	1885	1610	1781	1885	1598	1810	1900	1560
Q Serve(g_s), s	1.0	11.9	10.8	3.1	21.8	0.4	10.1	10.8	0.0	0.2	9.9	0.0
Cycle Q Clear(g_c), s	1.0	11.9	10.8	3.1	21.8	0.4	10.1	10.8	0.0	0.2	9.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	692	596	389	687	587	370	521		266	278	
V/C Ratio(X)	0.11	0.49	0.45	0.27	0.78	0.02	0.70	0.54		0.02	0.81	
Avail Cap(c_a), veh/h	279	956	823	399	964	823	388	832		415	729	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.9	20.8	20.5	15.8	24.3	17.5	25.0	26.4	0.0	30.7	35.6	0.0
Incr Delay (d2), s/veh	0.8	0.5	0.5	0.4	2.8	0.0	5.1	0.9	0.0	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	8.7	6.8	2.2	14.7	0.2	7.9	8.1	0.0	0.2	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	21.4	21.0	16.2	27.1	17.5	30.1	27.3	0.0	30.7	41.3	0.0
LnGrp LOS	B	C	C	B	C	B	C	C		C	D	
Approach Vol, veh/h		637			653			537	A		231	A
Approach Delay, s/veh		21.0			25.2			28.6			41.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.4	18.1	18.6	11.5	37.8	6.9	29.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	44.0	13.0	33.0	6.0	44.0	8.0	38.0				
Max Q Clear Time (g_c+I1), s	3.0	23.8	12.1	11.9	5.1	13.9	2.2	12.8				
Green Ext Time (p_c), s	0.0	7.6	0.1	0.7	0.0	2.9	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

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

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